

RABANCO RECYCLING AND WASTE REDUCTION CENTER
OPERATIONS PLAN
2733 Third Avenue South (3rd and Lander)
Seattle, Washington

Solid Waste Handling Permit # PR0025892

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Prepared for:



2733 Third Avenue South
Seattle, Washington 98134



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RAB000697

List of Addendums

Proposed Facility Upgrades and Operational Improvements, dated July 14, 2011..... Inside Cover

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1.0 Background

Rabanco Recycling and Waste Reduction Center (Facility), a permitted Intermediate Solid Waste Handling Facility, is located at 2733 Third Avenue South, Seattle, King County, Washington. The location is shown on Figure 1. The Facility is operated by Republic Services that acquired Allied Waste / Rabanco.

The purpose of the Facility is to consolidate and otherwise prepare wastes and recyclable materials into larger containers for transfer to off-site recycling and disposal facilities, thereby reducing the traffic, fuel use, and air pollution that are otherwise associated with smaller vehicles making many trips. Materials are processed to remove contaminants, baled, packaged, compacted, top-loaded, and/or stored until sufficient material is available for economical shipment. Chapter 173-350-310 Washington Administrative Code (Ch. 173-350-310 WAC), as incorporated by King County Board of Health Chapter 10.12, specifies that intermediate solid waste handling facilities must develop, keep and abide by a plan of operation approved as part of the permitting process. In addition, Ch. 173-350-360 *Moderate Risk Waste Handling* regulations apply to the used motor oil and electronic waste collected at the facility. This Plan of Operations (Plan) is written and submitted in fulfillment of those requirements. If modifications to this plan are necessary, these modifications will require prior approval or be at the direction of Seattle & King County Public Health Department

Management of contaminated soils and loading of railcars occurs on-site under the terms and conditions of a separate Plan of Operations and Solid Waste Handling Permit #PR0043399.

2.0 Site Description

The Facility property is composed of several contiguous lots encompassing approximately 13 acres. The Facility is fully covered by buildings, pavement and railroad tracks. A facility layout diagram is provided in Figure 2.

The site is zoned for industrial use and is surrounded by industrial and light industrial activities. Prior to its current use as an Intermediate Solid Waste Handling Facility, it was a steel manufacturing and warehouse facility.

Wastes and recyclables are primarily managed two designated buildings, Building 1, and Building 3. Both buildings are designed to accommodate wastes and recyclables in accordance with the requirements of Chapter 173-350-310 WAC. The buildings consist of metal or concrete walls, a roof, and concrete floors. They are sturdy and easily cleanable. Tipping areas are paved with concrete, and protected from wind, rain, and snow. Surface and groundwater is protected because wastes are protected from precipitation, and drainage inside the buildings, from the uncovered apron areas adjacent to doorways and entrances, and in active areas of the yard is collected by a system of catch basins and pipes directed to an oil-water separator for pretreatment, and is then discharged to the sanitary sewer under the terms of King County Industrial Waste Discharge Authorization #7595-06. The only discharge to the stormwater system is from roof drains from Building 1 and Building 3, where water does not come into contact with waste materials.

Buildings and key features are described below.

2.1 Hours of Operation

As of this writing, the hours during which waste is accepted at the Facility are as follows:

Day	Hours of Operation
Monday – Sunday	24 hours per day
Saturday at 5:00 p.m. until Monday at 8:00 a.m.	Closed to cash customers
Holidays	Closed Thanksgiving, Christmas, New Years

Public Health – Seattle & King County will be informed of changes to the hours of operations. Current hours of operation are also posted at the Facility entrance.

2.2 Facility Access; Control of Public Access

A sign is posted at the entrance to the Facility showing Facility name and telephone number, the hours that the Facility is open to the general public, the types of materials accepted at the Facility, and the types of materials that are prohibited.

The entrance is monitored by scale house personnel. The back entrance is monitored by equipment operators. Fencing, building walls, security cameras and monitoring by site personnel are all used to prevent unauthorized access, protect the public, prevent illegal dumping, and prevent scavenging.

2.3 Scale House

The scale house is located at the main entrance/exit. The scale house is staffed during all operating hours.

2.3.1 Queuing Prevention at Inbound Scales

If vehicles become backed up at the scales to the extent that a queue extends onto South Forest Street from the scale, then the following procedures will be implemented:

- The supervisor will be notified, and additional queuing space will be opened in the south yard until the backup is abated.
- The scale attendant in the truck maneuver area will manually record the non-weight information in the truck maneuver area for electronic recording at a later time.

2.4 Buyback Bunker

The Buyback Bunker is located adjacent to the eastern end of Building 1. The Buyback provides a covered area to receive and store cardboard and pre-sorted or pre-processed materials for baling.

2.5 Building 1

Building 1 consists of a 64,200 square foot converted warehouse and manufacturing building. It is rectangular in shape, two stories tall with minimal internal walls, and it is completely enclosed on three sides, as shown on Figure 3. The floor is paved with concrete. Curb collected residential recyclables are tipped on the floor and processed using manual and mechanical separation techniques located inside the eastern and central portions of the Building. The mechanical sorting system components within Building 1 include a feed hopper, incline belt, mechanical screen, magnet, elevated manual sort lines with discharge chutes and various take-away belts. Primary commodities are sorted, baled, and stored inside the building storage area until shipped off-site.

Small quantities of Municipal Solid Waste (MSW) are also managed in the western portion of Building 1. Rabanco currently processes very small amounts of its own MSW. The Facility also receives incidental MSW quantities amounts from Seattle School District, VA Hospitals, etc.

Building 1 is equipped with automatic misters used for dust control. Water hoses are also used to control the dust. Floor drains in the southwest area where the compactor is located drain to and oil-water separator connected to the sanitary sewer system.

2.6 Building 2

Building 2 is a two-story square concrete structure located along the western border of the facility facing the Scale house. The Building 2 location is shown on Figure 2 and detailed on Figure 4. The lower portion of the building includes a maintenance shop, an office area, and an employee break room under the access ramp. The west side of the lower floor consists of a loading tunnel. A rail spur runs through the loading tunnel providing the capability to directly load rail cars in a covered area. A 2" water hose is used to control the dust inside the building. Floor drains in the tunnel are connected to an oil-water separator which discharges into the sanitary sewer system.

The top level of Building 2 has ceased operations and is vacant at this time.

A covered storage building is located on the east side of Building 2 north of the ramp to the upper level and is used to store waste oil. Waste oil handling is discussed in Section 6.7.

2.7 Building 3

Building 3 consists of a 16,000 square foot metal canopy over a concrete paved floor. As shown on Figure 3, the south and north sides are open to allow vehicle and Building 1 access respectively and the east and west sides are walled. Building 3 was constructed in 2007 to expand the space available for processing and storing materials.

Building 3 was designed as a two-sided roofed structure instead of an addition to Building 1 for reasons of engineering and function. It is constructed of sturdy, easily cleanable materials.

Commercial recycling is tipped on the floor and processed using manual and mechanical separation techniques located inside Building 3. The mechanical sorting system components include a feed hopper, incline belt, manual sort lines with discharge chutes and various takeaway belts. Primary commodities are sorted and stored in open containers, including cardboard, plastic (big and small), steel, glass, aluminum, and office pack. Some commercial recycling may require a second sorting; that material will be transferred to Building 1 to be further processed through its sort line.

Residual MSW will be collected directly in to a container off the commercial sort line and transported for disposal alongside the residual MSW generated from sort line operations inside Building 1. Residual MSW is placed in to open top containers and sent to Roosevelt Landfill for final disposal.

South: Vehicles enter and exit from the south side of Building 3 which is designed like a typical intermediate solid waste facility entrance. Vehicles will tip on the covered concrete floor, a front loader will transport tipped material from the floor on to the input of the sort line.

West: The western side of Building 3 is protected from weather with a wall. A separate knee-wall parallels the west wall, and facilitates loading open-top containers under a covered area.

East: The eastern side of Building 3 is protected from weather with a wall. A 60' long bunker for glass is located along the eastern wall.

North: There is a 20-foot wide gap between Buildings 1 and 3, covered with heavy duty weather-resistant rubberized vinyl tarp awnings supported by stainless steel cables. The tarp awnings protect the materials on the floor in Buildings 1 and 3 from wind and rain.

Building 3 is equipped with dust control using an Aquafog misting system, as described in Section 11.5. The system has an integrated control panel in the mechanical room at the southeast corner of the building. Site personnel can control flow, oscillation, and directional misting from one central location for the entire building.

Bird wires are strung between Buildings 1 and 3, and between Building 2 and 3. This provides coverage in all areas where putrescibles are managed. Additional information about bird and vector control is provided in Section 11.1.

2.8 Railyard Area

The southern portion of the site is devoted to loading filled containers onto rail cars, managing special wastes such as non-hazardous contaminated soils, and managing concrete. Information about railyard operations and the management of contaminated soils is addressed in a separate operations plan managed as part of Permit PR0043399. Management of clean wood and asbestos is discussed in Sections 6.6 and 9.4 of this document.

2.9 Other

Other site buildings house offices, employee facilities, maintenance activities, and storage.

3.0 Facility Personnel

The Facility currently operates on a 24 hours per day/7 days a week schedule. The number of personnel required to operate the Facility varies from time-to-time based on the day of the week, shift, and material volumes. Approximately 180 employees work at the Facility in various positions described below. Resources and tasks may be assigned to various positions and duties may be combined or shared according to management discretion. Additional support is provided by District, Region and Corporate offices, and is not included in the headcount or the following positions.

3.1 General Manager and Operations Manager

The Operations Manager is responsible for day-to-day functions and is responsible for directing all site activities, scheduling, maintenance, and equipment necessary for operation. The Operations Manager is ultimately responsible for required internal inspections, documentation and record-keeping and is the primary contact person for inspectors from governmental agencies.

It is the responsibility of the General Manager to see that all forms and records relative to the operation of the facility are maintained and to ensure that all operational requirements of Public Health - Seattle and King County, the City of Seattle, contracted customers, and any other appropriate agency or jurisdiction are met. All managers are responsible for making decisions in response to emergency situations.

3.2 Supervisor

Supervisors are assigned to various operations occurring within the facility. The supervisor may also have other duties, such as equipment operator or maintenance. The supervisor is responsible for assuring compliance with this Plan and for implementing the Operation Manager's directions within the supervisor's assigned area.

3.3 Equipment Operator

Equipment operators operate mechanized equipment used in the handling of wastes. This equipment may include track-loaders, front-end loaders, stationary grapple-hook, top-lift, forklift, compactors, sweeper, or similar equipment.

3.4 Laborers

Laborers perform basic semi-skilled work, such as separating recyclables from incoming loads and site maintenance.

Laborers on the tipping floor work with equipment operators to perform waste screening and identify and remove recyclable or unacceptable material from loads. The laborers place

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materials in designated areas or in containers for movement and handling by equipment operators. Laborers also work on the assort lines and manually pull designated materials for placement into designated containers.

Laborers assist maintenance personnel with mechanical and building maintenance, housekeeping, wash down the tipping and yard areas, and perform litter pickup and other activities necessary to maintain the physical appearance of the facility, facility grounds, and the surrounding area.

3.5 Maintenance

Maintenance personnel are responsible for maintaining equipment and facilities in good operating order. Maintenance personnel conduct ongoing preventive and restorative maintenance of mobile and stationary equipment, drainage system components, and containers. Equipment is maintained on-site to the extent practical. Damaged containers are repaired to meet to all applicable requirements, including contractual requirements, and requirements of the American Association of Railroads (AAR).

3.6 Spotters and Traffic Control Monitors

Spotters work with the equipment operators, primarily with those operating the top-lifts. Spotters direct the equipment operator in the safe maneuvering of equipment. The spotter assists the operator in securing containers on trains, securing tarps on containers, and similar functions.

Traffic control monitors direct incoming and outgoing vehicles to specified areas of the facility. If conditions warrant or opportunities present, monitors use dual scales for outbound traffic to expedite transactions and limit on-site vehicle counts. Minimizing the number of vehicles on-site provides improved sight lines, less congestion, and enhanced safety.

3.7 Scale Attendants

The scale attendants operate the scales for incoming and exiting vehicles. It is the responsibility of the scale attendants to record weights, obtain and record other information needed for billing, provide initial waste screening per this plan, and enforce covered load requirements of this plan.

3.8 Tipping Floor Attendant

The tipping floor attendant directs incoming trucks in and around the handling buildings. The attendant directs trucks to appropriate areas for dumping material, directs drivers as to where to dump their material, directs drivers on when to dump their material, assists drivers when necessary, and generally keeps traffic flowing within the buildings. It is the responsibility of the attendant to communicate with equipment operators and laborers on the tipping floor and to ensure that incoming loads are dumped where appropriate and safe.

4.0 Facility Equipment

The following describes the minimum equipment used for operations. Similar equipment may be added, substituted, or subtracted as needed as long as operational needs, such as moving materials in a timely manner are addressed.

4.1 Track Loader and Excavator

Track loaders, such as a D-6/7 or 973 Caterpillar or equivalent, are used on the tipping and crushing floors. The track loader is used for consolidation and to crush material in order to provide for economical transport. The track loader is also used to push crushed waste into open-top containers or to push waste up to create additional tipping area.

4.2 Front-end Loader

A rubber-tired front-end loader, such as a Komatsu 350 or equivalent, is used for a number of functions. The front-end loader is used to maneuver incoming loads and to remove targeted materials like recyclables or unacceptable wastes. The front-end loader is also used for moving recyclables and wastes into containers, compactors, and conveyors.

4.3 Semi-Tractor / Yard Goats

Semi-truck tractors and yard goats are used to move containers from the waste handling areas to the railroad spurs or to other facilities, and for moving recyclables to markets or other transportation facilities. The tractors pull chassis that carry the containers.

4.4 Top-Lift

A top-lift (a.k.a. top-pick) is used to move containers between truck chassis and railroad cars. The top-lift is equipped with a spreader bar and has pins in each corner of the bar. The operator aligns the pins to match the lifting blocks in the upper corners of the containers. The pins secure the container and allow the top-lift to position the container on the truck or railcar.

4.5 Sweeper

A contracted street-sweeper is used to clean the paved areas of the Facility and the approach routes to the Facility. Sweeping occurs weekly, and more frequently as needed based on inspection.

A mechanized 3-wheeled broom truck is also used on-site. The broom can access and clean smaller areas that are inaccessible to the sweeper.

4.6 Service Truck

A service truck equipped with tools and equipment is available to support maintenance needs.

4.7 Entry Scales

Two electronic entry scales weigh incoming and outbound trucks. The scales record data onto a computer where it can be readily tracked and reported. The scales are certified quarterly and are inspected daily.

4.8 Chassis

Three and four-axle chassis are used to move containers around the site. The chassis are fitted with pins to allow for handling of International Standards Organization compliant (ISO) shipping containers.

4.9 Rail Cars

Most rail cars are either 216-foot or 288-foot articulated well cars. The railcars have three wells, each capable of carrying two 48-foot ISO shipping containers, or two 20-foot ISO shipping containers. The top FBC containers are affixed into the bottom cars using IBC blocks and pins. Prior to release, the train is inspected by qualified personnel to ensure the blocks and pins are in proper position; containers are not leaking, and that container numbers correlate with the shipping papers.

4.10 Vacuum Truck

A contracted vacuum truck is used quarterly to clean all catch basin, manholes, and oil-water separators at the Facility.

5.0 *Transportation Routes To and From the Facility*

Vehicle access is provided at the South Forest Street entrance. There are several primary routes to South Forest Street from the regional transportation system. Several routes follow the major north-south truck routes between the Central Business District (CBD), Duwamish and Port of Seattle industrial areas, Boeing Field, and the I-5/West Seattle freeway system. Selected drop-off customers may use the South entrance to alleviate traffic congestion at the main entrance.

Routes to the facility include the following:

- **Fourth Avenue South from the CBD:** Traffic from north Seattle and from the CBD may take Fourth Avenue South, south to South Forest Street. At South Forest Street, the vehicles turn right (west), and proceed directly to the facility entrance. If they are coming from South Lander, then they turn east at Lander, proceed to Third Avenue South, and then proceed south to the facility entrance at South Forest Street.
- **Sixth Avenue South from the CBD:** Traffic from north Seattle and from the CBD may take Sixth Avenue South, south to South Lander Street. At South Lander Street, the vehicles turn right (west), and proceed to Fourth Avenue South. Vehicles then turn left (south) onto Fourth Avenue South and proceed south to South Forest Street, and directly to the facility entrance.
- **First Avenue South Northbound:** Traffic from south Seattle may take First Avenue South, north to South Lander. At Lander the vehicles turn right (east), and proceed to Third Avenue South, turn right and proceed south to the entrance at South Forest.
- **Fourth Avenue South- Northbound:** Traffic from south Seattle may take Fourth Avenue South, north to South Forest Street. At South Forest Street the vehicles turn left (west) and proceed directly into the facility entrance.
- **Sixth Avenue South- Northbound:** Traffic from south Seattle may take Sixth Avenue South, north to South Lander Street. At South Lander Street the vehicles turn left (west), and proceed to Fourth Avenue South, and turn left onto Fourth Avenue South. Vehicles then turn right (west) onto South Forest Street and proceed directly to the facility entrance.
- **West Seattle Freeway:** Traffic from West Seattle may take the West Seattle Freeway to exits to First Avenue South and follow the First Avenue South route described above, or exit at Fourth Avenue South and take the Fourth Avenue South route described above.
- **I-5 via West Seattle Freeway:** Traffic originating in areas that direct the flow to I-5 for travel to this site will primarily use the West Seattle Freeway to access the facility. Vehicles will exit at either Sixth Avenue South, in which case they will proceed as described in that section, or at Fourth Avenue South, in which case they will proceed as described in that section.

6.0 How Wastes Are Accepted and Handled at the Facility

Vehicles entering the Facility are directed to the scale house. The weight of the incoming vehicle is recorded. An electronic/computerized system tracks information needed for billing, waste tracking, and reporting. If there is no pre-existing account, the driver is asked for name, company name, company address, and phone number. If there is an account in place then the scale house attendant enters the truck number and a billing. The driver is asked where the material originated, and as described in the *Unacceptable Waste Screening Plan* (Section 9.0), questioned to ensure there are no unacceptable materials. If material is suspect, the vehicle is flagged for further inspection at the tipping area to ensure that any unacceptable materials are returned to the driver. The scale house operator also offers information about unacceptable wastes and uncovered loads.

Outbound vehicles are weighed and payment is collected or billing information generated at the outbound scale.

Trucks leaving the Facility with recyclables are managed and recorded in the reverse of the incoming loads described above.

The outbound scale is also used to measure weights of containers bound for the disposal site (Roosevelt Regional Landfill) to ensure weights do not exceed railroad or road limits. The recorded disposal weight is measured at the landfill and recorded through the electronic scale and recording equipment at that Facility.

Figure 7 shows where various wastes and materials are processed and how traffic flows at the Facility.

6.1 Recordkeeping

Summaries of activities are stored on hand-written and on electronic logs which are subsequently recorded in the computer system. Printouts of activities can be generated as required. Monthly reports summarizing activities are generated.

Facility reports include:

1. The payload weight, customer class, and material type are recorded for each load of waste material.
2. Geographic origin of wastes (i.e., King County, Seattle, other).
3. The disposition of wastes transported for disposal, by weight.

4. The material type and total weight of wastes separated for recycling.
5. A summary of gross tonnage and number of deliveries of wastes received.

Reports are sent to Public Health, Seattle & King County, the City of Seattle and King County Solid Waste Division on a monthly basis. In addition to these monthly reports, Republic Services performs weekly inspections of the facility in accordance with WAC 173-350-310(5)(b). The weekly inspection performed by the site manager or his/her designee, and the inspection is documented on the weekly inspection form provided in Appendix 5. Other available reports and records include daily monitoring and maintenance reports, emergency or spill reports and related reporting under the sanitary sewer waste discharge permit.

An Annual Report as described in WAC 173-350-310(5)(d) is prepared on forms provided by Public Health - Seattle & King County and the Washington Department of Ecology and submitted by April 1 of each year.

The annual report details the facility's activities during the previous calendar year and includes the following information:

1. Name and address of the facility;
2. Calendar year covered by the report;
3. Annual quantity of each type of solid waste handled by the facility, in tons;
4. Destination of waste transported from the facility for processing or disposal; and
5. Any additional information required by the jurisdictional health department as a condition of the permit.

Monthly and Annual reports are submitted to Public Health, Seattle & King County at:

Public Health – Seattle & King County

401 – 5th Avenue, Suite 1100
Seattle, WA 98104

Phone: (206) 263-9566

Significant deviations from the plan of operation are noted in Rabanco's Operations Log and the Public Health is notified at the contact information above. Significant deviations include, but are not limited to, fire, explosions, serious injuries, major equipment failure causing material to approach encroaching outside covered tipping areas, and diversions to alternate facilities.

The Operation Manager is responsible to assure that all inspections are made, documented and reports filed. All records and reports generated from activities at this Facility are kept for a minimum of five years in the Operation Manager's office and are available, upon request.

6.2 *Methods of Managing Waste at the Facility*

The type of material delivered determines where and how materials are handled. Operators prevent cross-contamination between incompatible material types by designating processing and storage locations. The process begins at the tipping area where the operators determine where materials are to be dumped and sorted. In cases where an area is designated to manage multiple materials, cross-contamination is avoided by either removing one material before processing another, or by maintaining a minimum five foot separation between materials.

All incoming and outgoing materials are recorded on weight tickets and kept on file at the facility. A sample weight ticket is shown in Appendix 7. The location of waste processing areas and traffic flow through the Facility is shown on Figure 7.

The following describes how specific materials are received, processed and prepared for shipment to the disposal site or markets.

6.2.1 *Recyclable Materials*

Two classifications of recyclable materials are accepted: co-mingled residential recyclables and commercial recyclable materials. Handling for each is described below.

6.2.1.1 *Residential Co-Mingled Recyclable Materials*

Recyclable materials such as those collected through curbside recycling programs are directed to the southeast end of Building 1. The material primarily originates from households and businesses served by Republic Services companies and contracted collection companies. Recyclable materials such as paper, glass, plastic containers, aluminum, and tin cans are mostly co-mingled, and collected in wheeled totes. Some totes have separate bins for the glass. Residential co-mingled recyclables are delivered in various types of collection vehicles including packer trucks.

Vehicles carrying residential co-mingled recyclables are directed to unload at the tipping area in the eastern portion of Building 1. Republic Services will communicate in advance with PH (see contact information in section 6.1) in the event that there is a temporary sorting equipment malfunction that necessitates temporary outdoor tipping of recyclables. This communication will detail how the materials will be protected from the weather and the expected length of time the materials will be outdoors on a case-by-case basis. Separated glass is placed in one of the glass bunkers along the eastern fence and co-mingled materials are placed inside and on the paved and

sewered apron in front of Building 1. A rubber-wheeled front loader moves recyclables from the tipping area onto a conveyor.

The in-feed conveyor carries recyclables to the initial sorting station where contaminants and large pieces of cardboard are removed. The material then passes over mechanical separating equipment, such as disc screens, electro-magnets, and air streams, and manual sorting stations so that additional contaminants and recyclable materials can be sorted. Cardboard, newsprint, plastic, aluminum, tin, waste paper and glass are recovered.

Forklifts, rubber tire loaders and conveyors carry material to baling equipment located in Building 1. Waste paper, newspaper and OCC are fed into the balers by way of conveyors. Plastic and aluminum cans are also baled. After baling, the finished product is moved by forklifts to temporary storage areas within Building 1 or directly into container for shipment to markets. Tin cans are loaded into drop boxes and hauled to local markets.

The design throughput capacity of the equipment to process co-mingled curbside recyclable material is approximately 35 tons per hour. The layout of sorting and processing equipment is shown on Figure 3.

6.2.1.2 Commercial Co-mingled Recyclable Materials

This material classification was developed as the result of surveying commercial firms and through Republic Services extensive quality control and sampling programs. Some commercial accounts do not have the ability to source separate recyclables, and, as a result, their waste often contains a high percentage of recyclable materials such as paper and cardboard. In order to maximize recycling, Republic Services identified accounts that fit this category and whose loads can be economically processed to recover recyclables. Targeted loads contain approximately 80% recyclable materials and are delivered by drop box trucks. Only minimal amounts of putrescible are accepted in targeted loads in order to reduce the potential to contaminate recyclables which would cause them to be downgraded.

Targeted loads of mixed dry commercial recyclables are tipped onto the floor inside Building 3. The material is pushed by a front loader onto the conveyor that in turn feeds the sort line. The sort line manually and mechanically separates commodities, such as office pack, glass, small and large plastic containers, aluminum, steel, and tin cans.

Forklifts, rubber tire loaders and conveyors carry material to baling equipment located in Building 1. Office pack and cardboard are fed into the balers by way of conveyors. Plastic and aluminum cans are also baled. After baling, the finished product is moved by forklifts to temporary storage areas within Building 1 or directly into container for shipment to markets. Tin cans are loaded into drop boxes and hauled to local markets.

The design throughput capacity of the equipment to process co-mingled curbside recyclable material is approximately 25 tons/hour.

6.3 *Municipal Solid Wastes*

Republic Services processes some of its own MSW and residuals left after recyclables have been removed from recyclable sorting streams.

MSW residual drops out of commercial sort line in to a bunker towards the northern end of the equipment; it is loaded in to open top containers and transported to Roosevelt Landfill for final disposal.

Drivers with MSW are directed to King County or Seattle transfer stations.

The tipping floor and areas around the compactor are cleaned on a daily basis using shovels, brushes, and pressure hoses. These areas all drain into a wastewater collection system which discharges into the sanitary sewer.

If the compactor is unavailable for any reason, or the waste is not suitable for compacting, MSW is top-loaded directly into a container or trailer.

6.4 *E-Waste and Waste Oil*

Loads containing E-waste and waste oil are identified at the scale house. Drivers are directed to the covered storage building located outside and immediately east of Building 2 north of the loading ramp (see Figure 2). E-waste and waste oil are processed in accordance with the requirements of Chapter 173-350-360 *Moderate Risk Waste Handling*. All documentation for the E-waste and waste oil is maintained at the scale house.

Currently, *Waste Management* and *Clean Scapes* bring E-waste to the Facility approximately once a month. Each delivery varies with residential and commercial customers putting the e-waste out on their day of garbage pickup. Once the waste haulers have an accumulated a load of E-waste, they bring it to the Facility. E-waste is then palletized, wrapped in clear film, placed in an area protected from traffic impact, and held for shipment as long as 7 days until pickup by an approved and permitted E-waste processing facility (e.g. *Total Reclaim*).

Waste oil is brought to the Facility by waste haulers daily in one-gallon containers from residential curbside pickup. The oil is poured into one of three 240 gallon tanks that are labeled waste oil. The tanks are double walled and located in a steel containment structure which is protected from impact by traffic. The tanks are kept closed and opened only when filling or pumping. When the tanks are full, an approved and permitted waste oil processing company (e.g. *Safety-Kleen Systems Inc.*) pumps the tanks into a mobile vehicle for processing at an offsite

location. The waste oil received and removed from the Facility is tracked in gallons on a spreadsheet for each month and is included in the annual report.

7.0 How Wastes Are Removed from the Facility

In addition to filling compactor rail containers in Building 1 and open-top containers in Buildings 1, the facility handles pre-containerized materials from a variety of generators. Pre-containerized materials are stored in the railyard until they can be placed on rail cars for shipment to the authorized disposal site.

The following sections show how different container types are used in the facility.

7.1 40 and 45 Foot Compactor-Compatible Containers

Compactor-compatible containers are typically steel 40' x 8' x 8' and 45' x 8' x 8' shipping containers. The containers, like any others allowed on rail cars, are designed to be leak-resistant.

Compactor loading is described in Section 7.2. Once loaded, the driver cleans the area outside of the container and inspects for leaks. The driver completes a walk-around inspection, and completes the inspection report. When the container passes inspection the driver proceeds to the railyard.

7.2 Open-Top 40-48 Foot Containers

Open-top 40 and 48-foot containers are used to handle bulky material such as construction and demolition debris, or industrial process wastes, such as paper-processing organic solids, that are not compacted.

Top-load containers are generally loaded at the generation site or at a transfer station. The containers are loaded with a machine loader, by pushing waste into them over a raised tipping wall, or into them from an overhead hopper.

Once loaded, open-top containers are covered with a sturdy tarp designed for that purpose. The tarp is rolled over the container and tightly affixed with multiple connectors.

After the container is tarped, the driver then cleans the area outside of the container and inspects for leaks. The driver completes a walk-around inspection, and completes the inspection report. When the container passes inspection the driver proceeds to the railyard.

7.3 Open-Top 20 Foot Containers

Open-top 20-foot containers are loaded in the same fashion as the open-top 40 and 48-foot containers described above. They can be used for any type of material, but are most commonly used for dense materials such as ash or soils that might exceed weight limits if packed in larger containers.

8.0 Railroad Operations

Two railroad operations affect Facility operations: (1) the movement of rail cars onto and off the site and (2) the movement of trains between the Puget Sound Region and the Roosevelt Landfill.

8.1 Site Railroad Operations

The Burlington Northern Santa Fe Railroad (BNSF) serves the Facility. The site itself has a series of spur tracks that can hold up to twenty rail cars. Rail cars with empty containers are brought to the site and set into place for staging.

Filled cars are pulled out onto the BNSF track to the south and then taken to a BNSF yard in south Seattle. At the BNSF yard, the cars are connected with cars from other RDC operations and transported to the Roosevelt Landfill.

8.2 Seattle to Roosevelt Train Operations

BNSF moves RDC containers between the Puget Sound area and Roosevelt, Washington, on a daily train dedicated to RDC's service. The train originates at the Facility, then moves to a yard in south Seattle and picks up the rail cars from other locations. From the BNSF yard, the train travels south along the BNSF mainline to a point near Longview, Washington and then turns east along the BNSF line to the Roosevelt intermodal yard. Train is scheduled to arrive in Roosevelt each day prior to daylight.

Trains with empty containers leave Roosevelt and return to the Puget Sound Region. In general, two trains are constantly moving RDC containers between Seattle and Roosevelt so that empty containers are available and full containers are removed promptly.

8.3 Alternative Rail Operations

In the event of a problem with the BNSF mainline between the Puget Sound Region and Roosevelt, backup alternatives are available. If the line is impassable, the RDC train will be routed north, instead of south, to begin its movement. In this event the train will travel north to Everett, and then proceed east on the BNSF east-west mainline over Steven's Pass. That route will carry the train to Spokane, then southwest to Pasco, and then west to Roosevelt.

If rail operations on both BNSF routes are impacted then RDC will move containers by truck. The trucks from the Roosevelt Intermodal Facility will be immediately dispatched, and RDC will begin marshaling trucks from its other operations, through existing emergency lease arrangements, and through the use of contract haulers.

9.0 **Unacceptable Waste Screening**

Unacceptable waste screening is used to prevent unacceptable wastes from entering the facility, and to detect them and manage them if they are found. Three general types of material are targeted: Suspected Asbestos Containing Material (SACM) and Suspected Dangerous or Hazardous Waste (SDHW) and Suspected Infectious Waste (SIW). Unacceptable waste screening follows three steps.

Step 1: The scale house attendant asks drivers of incoming vehicles if the driver has a hazardous waste shipping manifest. The manifests are required for any asbestos, fuel containers, paint containers, solvents, infectious wastes or other hazardous materials. If the driver cannot provide a manifest for the load in question then the vehicle will not be allowed to dump.

Step 2: At the tipping floors spotter & traffic control monitors visually inspect the visible portion of loads as they are unloaded. If any suspect material is identified, it must be handled separately according to its waste stream.

Step 3: After a vehicle is unloaded, equipment operators and spotters visually inspect the material. Unacceptable material is removed and returned to the driver. If the driver can no longer be identified by the time the unacceptable material is found, the material is removed from the waste stream and stored in a safe manner until it can be characterized and properly disposed. Storage bins for unacceptable waste are located near Building 2, to the immediate north of the loading ramp.

9.1 **Suspected Asbestos Containing Material (SACM) Procedure**

SACM are of particular concern in the CDL handling area because of the risk posed to site personnel. The asbestos acceptance procedures discussed in Section 9.4 are designed to capture and manage known asbestos-containing material. In order to prevent loads containing unidentified or unpackaged asbestos from arriving, the facility makes its acceptance rules known to customers. In addition, site staff are trained to recognize suspect asbestos. If SACM is observed, work in the area is stopped, people are moved away from and upwind of the area, and the asbestos spill procedures described in Section 9.4 are followed.

Some of the materials targeted during unacceptable waste screening for SACM include:

- Sheet vinyl flooring.
- Corrugated or white chalky substances on pipe insulation, especially at the elbow joints or fittings. (NOTE: Pipe insulation is usually fiberglass or asbestos. If it is clearly not fiberglass, treat it as if it were SACM.)

- **Hard Floor Tile.** If a hard floor tile is not identifiable as free of asbestos, and is in a 9” x 9” sheet, treat it as SACM.

9.2 Suspected Dangerous or Hazardous Material (SDHM)

Materials which may be dangerous or hazardous are sometimes found in the waste stream. The most prevalent types of SDHM include liquid oil-based paints, solvents, and resins. Incidental dangerous waste may also include lead-based painted wood collected in the CDL residual bin. The purpose of removing these materials from loads prior to disposal is to reduce hazards including fire or ingestion of noxious fumes, avoidance of spillage of these materials and the resultant environmental hazards, and direction of these materials to an appropriate disposal site, and not the Roosevelt Regional Landfill.

Small items of SDHM (i.e. less than 5 gallons) that pose no imminent risk, where the driver cannot be identified, are placed into unacceptable waste bins until they can be safely and properly disposed.

If the material discovered is larger than five gallons, or for some other reason (i.e. fumes, sparks, etc.) appears to pose an imminent threat, then the person making the discovery should do the following:

1. Stop work in the area surrounding the material and move people away from the area.
2. If there are fumes or anything that appears to be an imminent threat, call 911.
3. Notify the shift supervisor immediately.
4. Attempt to ascertain the origin of the material and report to the supervisor.

Any item which appears to pose a danger of explosion or release of hazardous fumes should not be handled unless under the direction of the Seattle Fire Department Hazardous Materials Response Team.

If necessary, a Hazmat Response firm will be called in to handle the material.

9.3 Reporting of SDHM Handling

Any handling of SDHM that requires stoppage of work in the area must be reported to the shift supervisor who is responsible for contacting Public Health – Seattle & King County and filing a written report on the incident. Such a report includes when and where the incident occurred, personnel involved, if known who the generator was, how the incident was responded to, and any corrections to the operations of the Facility needed as a result of the handling of the incident.

9.4 Asbestos Handling Plan

Special wastes, which include nonhazardous contaminated soils and asbestos, are accepted at the Facility. All special wastes are subject to a waste acceptance protocol that involves pre-approved waste acceptance and pre-arranged delivery.

Handling of Contaminated Soil is regulated under a separate permit number PR0043399 and separate operations plan. This section describes how asbestos is handled.

9.4.1 Acceptance of Asbestos

Asbestos is accepted from household generators or from licensed asbestos handling firms. All asbestos-containing loads must be accompanied by the documentation outlined in this Operations Plan and packaged according to all applicable regulatory requirements.

Customers notify the scale house and operators in the receiving area if disposing non-friable Asbestos. Equipment operators load nonfriable asbestos directly into a designated container that is kept near the scale house. The scale house keeps separate records on non-friable asbestos and gives customers clearance manifests.

9.4.2 Asbestos Acceptance Approvals

Asbestos is subject to a pre-approval process to help communicate requirements and ensure that it arrives properly packaged, labeled, and with appropriate paperwork. Loads must be accompanied by a copy of the Puget Sound Clean Air Agency Notice of Intent to Remove or Encapsulate Asbestos, a Waste Shipment Record, and an Asbestos Chain of Custody form, as specified in 40 CFR 61. The forms must, at a minimum, identify the site of origin, the owner, the type of material, quantity and how it is packaged, and indicate a chain of custody. If a separate form is used by the generator a Waste Shipment form will be completed prior to shipment.

9.4.3 Asbestos Waste Handling

Asbestos bags, boxes, and wraps are carefully placed into a dedicated container by the licensed asbestos-handling firm that delivers the waste, or by the generator, under supervision of site personnel.

The handling of asbestos is managed in accordance with National Emission Standards for Hazardous Air Pollutants (NESHAP) 40 CFR 61, Washington Administrative Code (WAC) 296-65, WAC 173-400, and Puget Sound Clean Air Agency (PSCAA) Regulation III. Asbestos must be wetted with a suitable non-hazardous wetting agent, double-bagged with sealed 6 mil (minimum) bags or sealed containers with Occupational Health and Safety Administration (OSHA) approved labels, and labeled with the name of the waste generator and the location of the origin of the waste. Large objects which contain friable Asbestos must also be wetted with a

suitable non-hazardous wetting agent, double-wrapped in 6 mil (minimum) plastic, sealed, labeled with the proper OSHA label, and labeled with the name of the waste generator and the location of the origin of the waste. Broken bags or otherwise unsealed containers, and containers that are not properly labeled are rejected.

When the dedicated rail-compatible container is ready for shipment, it is loaded onto railroad well cars using a top-lift in the same manner as other containers. Containers containing asbestos are marked on all four sides with Department of Transportation (DOT) required markings. The markings will be in twenty by fourteen inch upright format signs with one-inch letters and be either a diamond with white background, or an orange rectangle, and include all DOT required warnings. Asbestos shipping papers and rail manifests accompany the load as required.

Upon arrival at the Roosevelt Regional Landfill, final burial occurs under the supervision of RDC's Operation Manager in a manner that conforms to regulatory and permit requirements.

9.4.4 Asbestos Spills

In case of a spill or release of asbestos a two-step response process is followed. This process consists of first-response, followed by a cleanup. If a spill or release occurs, the person discovering the spill will do the following:

9.4.4.1 Asbestos Spill First Response

1. Stop work in the area.
2. Secure and isolate the area.
3. Alert the supervisor immediately after completing steps a and b.

The Supervisor will contract with an abatement contractor who will perform spill response activities.

9.4.4.2 Asbestos Spill Cleanup

The third-party abatement contractor responding to the report will don appropriate protective clothing and do the following:

1. Following federal, state, and local regulations regarding transport of asbestos, place the wrapped material into an assigned and labeled container for disposal at the Roosevelt Regional Landfill.
2. Notify the Puget Sound Clean Air Agency (PSCAA) (206-296-7330) of the incident and complete necessary forms.
3. Notify the Site Manager of details regarding the incident and report how it was handled.

Work in the area where an asbestos spill has occurred may not proceed until an appropriate response, in accordance with these procedures, is completed.

10.0 Site Inspection and Maintenance

Monitoring and maintenance of facilities and equipment that affect the operation of the Facility is addressed through a continuous cleaning and preventive maintenance program. The program consists of three phases: site cleanup, off-site cleanup, and mechanical maintenance. The Operations Manager is responsible to assure that all inspections are conducted in accordance with prescribed schedules and documented using their respective forms.

Maintenance inspection is conducted as described below. Copies of the inspection forms are found in Appendix 5. Copies of inspection reports are maintained in the Operation Manager's office for at least five years. Documented facility inspection will be as needed, but at least weekly using the Facility Weekly Inspection Form provided in Appendix 5.

10.1 Site Entrance Inspection

The site entrance is inspected daily for cleanliness and to determine if there are any obstructions or damage to the pavement that could affect incoming or exiting vehicles. Any such problems are noted and a corrective action plan developed and implemented.

10.2 Pavement

The pavement is inspected daily and any damage to the pavement, such as severe cracks, unusual depressions, etc. that could lead to severe damage or otherwise affect operations are noted and a corrective action plan developed and implemented.

10.3 Drainage System

The drainage system both inside and outside the buildings, including grates leading into the sanitary sewer system are visually inspected at least daily to ensure that silt buildup or other material is not inhibiting the efficient operation of this system. Any such problems are noted and a corrective action plan employed.

In accordance with the sanitary sewer discharge requirements, monitoring is performed at the point where discharge from the drainage system enters the sanitary sewer system to assure compliance with standards. Figure 5 depicts features and layout of the sanitary and stormwater drainage systems. The roof drainage system from Building 1 is collected and discharged to the street storm sewer system, see Section 11.4.

10.4 Oil/Water Separator

The oil/water separators are inspected weekly to measure oil blanket thickness and silt depth is measured monthly. Inspection sheets for each unit indicate the manufacturer's recommended

levels for oil and silt. Whenever oil and silt levels are at or beyond the recommended level, a vacuum truck pumps the unit out and disposes of the material appropriately. Inspections and pump-outs are recorded on a daily log. Figure 5 depicts features and layout of the on-site drain system.

10.5 *Compactor Conveyor Pit*

The pit under the compactor conveyor is inspected each day and cleaned as needed. Wastewater from cleaning is discharged into the sanitary sewer and solids are disposed of as MSW.

10.6 *Compactor Areas*

The area around the compactor is inspected each day it is used and litter and debris are collected and disposed throughout the working day as needed.

10.7 *Off-site Maintenance and Litter Control*

Transportation routes leading to the facility (3rd AVE only) are visually inspected on a daily basis. Litter, dirt, dust, or other material related to the Facility is removed with a litter crew and a street sweeper.

10.8 *Mechanical Maintenance*

The maintenance crew, including personnel with electrical, welding, machinist, and maintenance mechanic skills, conducts scheduled periodic inspections, preventive maintenance, and repairs of facility equipment. Any problems that could lead to system failures are addressed at this time. During inspection, special attention is paid to hydraulic lines and their connections. Any problems must be noted and a corrective action plan employed. Maintenance and repair activities take place at the locations of stationary equipment to the extent possible.

11.0 Environmental Controls

This section describes the control systems that are used to prevent and / or minimize the potential environmental and nuisance impacts associated with operating the Facility.

11.1 Vector Control

Birds and rodents are the most common vectors at the Facility. Vectors are minimized by a combination of timely waste handling, cleaning and inspection, bird wires, trapping, laced feed, and baiting.

Birds are attracted by putrescible wastes. In order to minimize the number of birds at the facility, bird wires have been strung where putrescible materials are handled, between Buildings 1 and 3 in the area above Bays 1 – 6, and between Buildings 2 and 3. The wires work by making it difficult for birds to access waste handling areas. In the past, when the area now covered by Building 3 was open, it was easier for birds to access the waste stream. The covering of Building 3 along with the bird wires, is expected to reduce bird populations. Based on experience elsewhere, a delay in the population decrease might be experienced until birds learn to feed elsewhere, especially for birds that have spent much of their lives at the facility.

Rodents can be found wherever putrescible wastes are handled. They are attracted to solid waste facilities and in addition, they are delivered in commercial loads. Controlling rodents is an ongoing challenge because the facility provides food, warmth, and hiding places. The Facility has operated a rodent abatement program since its opening. In February 2008, a new abatement contractor was hired in order to develop a more aggressive strategy. The strategy includes extensive use of bait traps, mass trapping, and laced feed. Weekly inspections include observing whether rodents are eating feed placed in burrows (which would indicate that they remain present). Results are used to tailor abatement activities in the most effective manner.

Elimination of City of Seattle MSW in April 2008 and City of Seattle compostable material in April 2009 has dramatically reduced the presence of rodents at the Facility. While burrows do exist around the buildings, such populations are being controlled through an aggressive abatement program. They service the Facility weekly checking the rodent traps inside and outside the various buildings, removing caught rodents, and rebaiting the traps.

11.2 Noise

The Facility is located in an area zoned for heavy industrial use, and tends to produce noise that is consistent with such use. The Facility manages an OSHA Hearing Conservation program as part of its overall safety program. The Facility also takes steps to minimize ambient noise so that noise detectable beyond facility boundaries is within limits set by local ordinances.

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Noise sources include heavy equipment, diesel engines, back-up alarms, conveyors and processing equipment, and materials being tipped from trucks (especially glass). Noisy activities are largely handled inside of buildings in order to minimize off-site noises. Where outdoor handling occurs, louder activities are restricted to daytime work hours when louder noise is less disruptive to neighbors is allowed by noise ordinances. Equipment is covered, muffled, and placed inside of barriers as allowed by operational constraints.

11.3 Odor

Due to some contamination in the inbound recycling, odors can occur because of the presence of residual MSW in the material. Transient odors, such as those that occur when a load is tipped or a pile of material is “broken” by a loader, are normal, dissipate quickly, and are rarely problematic.

Persistent odors and odors that can be noticed beyond property boundaries do have the potential to be problematic. In order to minimize the occurrence of problematic odors, the facility takes the following actions:

1. Putrescible wastes are removed from the Facility within 24 hours of arrival.
2. Tipping floors and the area in front of tipping floors are swept, shoveled, or otherwise cleaned on a regular basis to prevent tracking and to remove material buildup.
3. Loads from sources known to bring offensively odoriferous loads may be banned from the facility. Company staff also works with generators to help them understand how to prevent odors in their waste streams.
4. Odoriferous materials and containers are sprayed with water and / or odor neutralizing agents as needed to prevent odors from being detected off-site.

11.4 Drainage

Noncontact stormwater collected from roof structures associated with Building 1 is diverted through downspouts to a stormwater outfalls located on 3rd Avenue South. Diversion of Building 1’s roof drainage to a storm outfall was required by the Department of Planning and Development during the permitting of Building 3 in 2007. Runoff from Buildings 2 and 3 is tributary to site drainage system that is routed to the sanitary sewer system.

All other indoor and outdoor areas of the facility discharge to the sanitary sewer according to the terms and conditions of a King County Industrial Waste Discharge Permit #7595-06. The sanitary discharge includes contact wastewater (i.e. leachate), washdown water, dust control water, precipitation, and the discharge from restrooms and sinks.

In order to ensure that the sanitary discharge conforms to permit requirements, floor drains are equipped with standard catch basin grates to limit material entering the system and the discharge is pretreated in one of three oil/water separators, as shown on Figure 5. The sanitary discharge is sampled in accordance with permit requirements.

11.5 Dust Control

A combination of automatic misting and manual wetting is used to mitigate dust in key materials processing areas in order to prevent visible dust plumes from exiting the buildings. Automatic mister coverage and the location of hose bibs for hoses and manually operated sprayers is shown on Figure 6. Water spray is effective at knocking dust particles out of the air and significantly reducing airborne dust, and wetting material helps to prevent dust.

Automatic misting systems are located throughout Building 3 and over the processing equipment in the northeast section of Building 1. The Aquafog system in Building 3 consists of several centrifugal foggers that present significant advantages over traditional misting systems. The foggers disperse water particles in the 30 to 35 micron range through a non-nozzle atomizer, versus a typical nozzle particle of 50 microns or greater. Smaller particles allow greater suspension time, greater relative humidity, and greater dust control. The units are also easily adjusted, oscillate, and can be trained directly at problem areas. Elimination of nozzles translates to less maintenance and downtime. Further, the foggers can operate independently, meaning continued dust control measures can occur even if a single fogger clogs or fails. Traditional misting systems are effective, but are difficult to access during operations. Building 3 is equipped with an integrated control panel in the mechanical room at the southeast corner of the building. Misters in Building 1 are controlled with a panel mounted on each mister pole. Site personnel can control flow, oscillation, and directional misting for the entire coverage zone.

When dust is not adequately controlled by the misting system, the spotter sprays water from a fire hose onto materials piles so that they do not create dust when handled. The small volume of water generated by dust control effort is mostly absorbed into the waste mass. Excess water flows to a catch basin and is discharged into the sanitary sewer.

11.6 Litter Control

Litter on-site and off-site is picked up a minimum of once every day, with more frequent pickup as necessary. The streets approaching the entrance to the Facility are monitored throughout the day by site personnel as well as drivers who are instructed to inform the Facility supervisors and/or scale house attendants of any litter problems on approach roads. Special attention is given to landscaped perimeters and the site entrance. On-site litter control is performed throughout the working day.

Paved areas of the site are swept with a mechanical dry brush street sweeper. In addition, the receiving area is swept and washed with a fire hose equipped with a high pressure nozzle.

11.7 Leaking Container

Containers are visually inspected for the presence of leaks at the time they are filled, and again when they are loaded onto railcars. If a leaking container is observed, the employee discovering the problem will determine the severity of the leak and follow one of the following corrective actions.

11.7.1 Minor Leak

If a leak is barely visible and no liquid is dripping from the container, it is considered a minor leak. In this event, an absorbent material will be taped to the area of the leak. The leaking container will be moved to a temporary storage area in the railyard that drains into an oil/water separator and it will be repaired at the site to an extent to allow it to be shipped.

11.7.2 Serious Leak

If a leak is such that a steady stream of liquid is coming from the container, but no crack or hole is visible to the naked eye, the leak is considered serious. In this event the container is moved to a temporary storage area in the railyard or in the container repair shop that drains into an oil/water separator and discharges to the sanitary sewer. The source of the leak will be found and, if it is determined that such would be effective, the area will be patched prior to shipment. If the leak cannot not be effectively arrested through patching, then absorbent material will be taped to the leaking area and it will be moved to the MSW tipping area to be emptied so the container can be repaired and put back into service.

All areas where the container traveled on the site will be inspected and, where leakage is detected, it will be cleaned up using absorbent materials. The absorbent materials used to cleanup the leakage will be disposed as MSW.

11.7.3 Major Leak

A major leak is one in which a physical flaw, such as a crack or a hole, is detected in the container. In this event, the container will be moved to the container repair shop. If possible, the problem area will be patched prior to shipment. If the problem cannot be effectively addressed through patching, then absorbent material will be taped to the damaged area and it will be moved to the MSW tipping area to be emptied so the container can be repaired and put back into service.

All areas where the container traveled on the site will be inspected and, where leakage is detected, it will be cleaned up using absorbent materials. The absorbent materials used to cleanup the leakage will be disposed as MSW.

12.0 Safety and Emergency Plans

Safety concerns are addressed primarily through employee training and implementation of OSHA safety programs. The implementation of employee safety practices, use of employee and machinery safety equipment, and the maintenance of an emergency response plan work in conjunction with the training program to provide an effective safety and emergency plan. A safety committee meets regularly to determine measures necessary to prevent accidents. A site emergency plan is maintained and addresses what to do in case of various emergencies, site evacuation, spill response, first-aid, and eyewashes.

12.1 Employee Training

All employees are required to attend safety-training programs to become knowledgeable in emergency response procedures and hazardous waste and environmental health precautionary practices. Employees are trained to anticipate where problems could occur and how to avoid them.

Because hazardous material may be present in waste delivered to the Facility, workers are trained to recognize SACM, SDHM and SIW. Workers are trained to identify and handle suspect hazardous wastes. The unacceptable waste screening plan, which is designed to ensure worker safety and proper waste handling, outlines procedures to be followed in the event unacceptable wastes, such as improperly packaged or labeled asbestos, are detected in the incoming waste.

Employees are trained in the proper use of all equipment at the facility. Waste and material processing has associated risks, so personnel working around the waste are trained to be continually aware of sharp or jagged items and moving machines. Employee training emphasizes the necessity for a clear awareness of the worker's surroundings.

12.2 Safety Equipment

Portable, dry chemical fire extinguishers are provided on or near stationary and mobile equipment and at appropriate locations throughout the facility. See Figure 7 for location of all safety features and equipment for the facility. In addition, all heavy mobile equipment is fitted with backup warning devices and with any required safety features. Backup warning devices are activated and used any time the equipment is operated without assistance from a spotter and/or the driver does not have an unobstructed 360-degree view around the equipment. Under no circumstances is manufacturer-installed safety equipment removed.

The facility has an emergency shower and eyewash for use in the event an employee comes into contact with a harmful material. Signs are posted throughout the site informing workers of

safety procedures. The signs communicate both general safety procedures and procedures pertinent to specific pieces of equipment or areas of the Facility. Because protective clothing can be effective in reducing and eliminating injury, workers are supplied with safety equipment including hard hats, safety glasses, dust masks, gloves, and work boots.

12.3 Emergency Response

Knowledge and awareness of potential hazards is useful in identifying the causes or the conditions of an emergency. For this reason, employees are trained to respond to fire, accidental injury and damage and life threatening occurrences. As a part of the emergency response program, safety equipment is maintained in proper working order and stored in designated places, and initial emergency response plans are routinely reviewed by Facility personnel. A current emergency response directory, including telephone numbers of appropriate emergency units, is maintained and kept in the scale house and in the offices. A list of emergency contact numbers that is current as of this writing is found in Appendix 2.

12.4 Fuel Spills

In the event of a fuel spill on-site, the person discovering the spill will immediately act to attempt to stop the flow of fuel from its original container. At the same time, any fire hazards, such as lit cigarettes, running engines, etc. will be extinguished in the area where the spill occurred. Absorbent material will be used to contain the spill in as small an area as possible. The person discovering the spill will then contact a supervisor and the spill cleanup material will be removed and properly disposed. If a spill is small, absorbent material should be used for the cleanup. If the spill generates a significant amount of standing liquid then pump may be used to remove the liquid. Spill cleanup materials will be disposed of in accordance with applicable regulations.

Uncontained spills that occur outside of site buildings and exceed 10 gallons in volume or enter a waterway, must be reported to the Washington State Department of Ecology at (425) 649-7000. Spills that enter the sanitary sewer system must be reported to the treatment plant. Spill kits are stationed near equipment that has the potential to be the source of spills.

12.5 Medical Emergencies

Injuries or medical problems that occur on site are handled with a level of care appropriate to the risk posed. Personnel discovering someone requiring medical assistance will immediately notify the supervisor and a Facility employee with first-aid training. If the problem is serious, such as difficulty breathing, loss of consciousness, profuse bleeding, etc., 911 is called. If the problem does not appear to be immediately life threatening, then the supervisor is responsible to help determine if additional outside emergency assistance is necessary. The safety and emergency training for medical emergencies is updated frequently and current response procedures are posted throughout the Facility.

12.6 Fire

If a very small fire is detected, the employee making the discovery will extinguish it. A small fire is defined as smaller than a square yard that is unlikely to spread beyond that area. Employees are trained in use of fire extinguishers and hoses to extinguish small fires.

If a large fire is suspected, smoke or flames are discovered coming from a load of material, an area greater than a square yard in size is affected, or there is a risk of fire spreading to a larger area, the person discovering the fire will or will assign a co-worker to do the following:

1. Extinguish all sources of ignition or fuel such as cigarettes, engines, or pumps.
2. Clear the area of people.
3. Contact the supervisor if appropriate. Supervisor will contact 911.
4. If there is a clearly safe and easy way to isolate the fire from other material, do so.
5. Supervisor will contact the scale house to stop further inflow of traffic and clear the site entrance, and will radio applicable site personnel, relaying the circumstances.
6. Supervisor will sound the fire alarm and coordinate evacuation procedures as well as position himself to direct fire crews upon their arrival.
7. Assist the fire personnel as directed.

12.7 Hot Loads and Vehicle Fires

Truck fires related to solid waste collection and disposal are not uncommon. Drivers and designated staff are prepared and trained to respond appropriately to hot load situations.

In the event a fire is detected in an incoming vehicle, all effort is made to safeguard human life, protect property, and contain the fire in an area away from access roads and the working areas. Vehicles containing hot loads are directed to a predetermined location identified as the hot-load area near the Building 3 knee-wall or dirt pit area depending on traffic loads. This area is served by a high pressure water hose. Procedures include:

1. Clear the immediate area of unnecessary people.
2. Stage container or truck in “Hot Load” staging area to isolate it from other combustible materials. If it is a packer truck, then compact the load to reduce oxygen to the fire. Water the load using fire hoses.
3. Contact the supervisor. Supervisor will contact 911 if it deemed necessary.
4. Supervisor will contact the scale house to stop further inflow of traffic and clear the site entrance, and will radio applicable site personnel, relaying the circumstances.

RAB000732

5. Supervisor will sound the fire alarm and coordinate evacuation procedures as well as position himself to direct fire crews upon their arrival.
6. Assist any fire personnel as directed.

12.8 Incident Reporting

Emergency incidents are followed up by a written report to the General Manager. The report includes a description of the event, when and where it happened, who responded to the incident, what follow-up was necessary, names of employees and others involved in the response, and any known cause of the incident, and any special problems that occurred.

If necessary, a follow-up meeting will be scheduled with responding agencies and other appropriate agencies and/or facility personnel to assess the incident and the response and develop any update prevention or response plan based upon the information received. Depending on the incident, the Operations Manager will also notify Public Health – Seattle & King County in accordance with incident reporting procedures.

13.0 Complaints and Suggestions

A contact phone number (206-332-7700) is posted at the Facility site so persons with a complaint or suggestion about the Facility can easily provide it. The number is staffed during workday hours. The calls are logged onto a report form like the one in Appendix 4. Outside of working hours, calls are recorded and responded to the following workday. The recorded greeting on the complaint line contains a number to use if immediate response is needed. That number connects to a line that is monitored 24/7.

All complaints are responded to in some appropriate manner and responses are documented and filed at the Facility office.

14.0 Rates

Rates are posted at the main entrance to the Facility.

15.0 Contacts

Please see Appendix 2 for a list of contacts that is current as of this writing.

16.0 Contingency Plan

In the event that the Facility is not able to adequately receive, process and load various incoming waste streams, or rail service is unavailable, contingency plans have also been prepared. Contingency plans are summarized below.

16.1 Incoming Material

In the event that volumes exceed the Facility's capacity to manage waste under cover and in accordance with Chapter 10.12, Section 173.350.310 (4)(a)(v), King County Board of Health Solid Waste Regulations (Title 10) which requires protection of the tipping floor from wind, rain and snow, the Facility has diversion procedures to eliminate overflow conditions. The diversion procedures are outlined in Section II.B of the July 14, 2011 Addendum that was updated January 31, 2012. Public Health – Seattle & King County will be notified immediately of the alternate plans.

Alternative facilities can accept diverted wastes and materials, as described below.

16.1.1 Recyclable Materials

The capacity of the processing system to handle residential co-mingled recycling and co-mingled commercial recyclable materials is 45 tons per hour and 25 tons per hour, respectively. If the need arises to divert this material due to exceeding capacity, other legitimate markets will accept material for processing and recovery. Because individual markets are proprietary and confidential, and change from time-to-time based on market conditions and availability, they are not listed in this Operations Plan.

16.1.2 MSW

As previously communicated, the Republic Services contract to transfer city of Seattle MSW expired. At this point Republic Services process residual amounts of MSW. The facility also can expect to process very minimal incidental amounts from non-contract Seattle locations. If the need arises to divert this material Republic Services will immediately notify Public Health – Seattle & King County and will direct MSW to other facilities, such as the following:

City of Seattle

North Transfer Station

South Transfer Station

King County

Algona Transfer Station

Bow Lake Transfer Station

Enumclaw Transfer Station

Factoria Transfer Station

Shoreline Transfer Station

Houghton Transfer Station

Renton Transfer Station

Cedar Hills Landfill

16.2 Back-up Intermodal Facilities

In the event trains cannot utilize the Facility, back-up facilities will be used. Republic Services has chassis available for moving CDL containers to alternate locations. Republic Services will use trucks from its fleet, activate a stand-by truck lease agreement, or hire sub-contract truckers to haul containers of waste for disposal to an intermodal site for loading onto trains. Alternate intermodal sites that are closest to the Facility are located in Renton, Tacoma, and Everett. We also have access to intermodal yards operated by BNSF.

16.2.1 Black River Transfer Station

The Black River Transfer Station provides direct truck-to-train loading capacity. With additional switching from the BNSF, all of the containers from the Facility can be accommodated on the track at the Black River Transfer Station

16.2.2 Seattle International Gateway (SIG)

The Seattle International Gateway (the “SIG”) is located south of downtown Seattle, at 44 South Hanford Street. SIG has a loading capacity of 1,200 containers per day. It operates 24 hours per day, seven days per week. By service agreement it is possible for Republic Services to use SIG during “swing” shift hours (i.e. 6:00 P.M. to 2:00 A.M.) if necessary. Containers would be

temporarily stored at the Black River Transfer Station and then moved during the SIG swing shift.

SIG uses a “live load” operating system in which arriving containers are loaded directly onto rail from trucks rather than being stored on the ground. Occasionally, containers are temporarily stored until rail cars are available. SIG can handle both conventional flat and double-stack railroad cars on four loading tracks. Six lift tractors (top-picks) and three overhead cranes are available to transfer containers.

16.2.3 BNSF South Seattle Intermodal Facility

The BNSF South Seattle Intermodal Facility is located at 12400 - 51st Place South in Seattle. This facility has a loading capacity of 1,000 containers per day and currently has an average volume of 335 containers per day. The South Seattle facility operates 24/7. The facility can handle both conventional and double-stack railroad cars on four loading tracks. Three top-picks are available to move containers.

17.0 Closure Plan

Public Health – Seattle & King County will be notified in advance of final closure. Upon final closure, all waste material will be removed from the site and the site will be swept. The site will be evaluated to determine if remedial actions are required, and an action plan will be developed in accordance with applicable requirements. Access to the site will be restricted using fencing and gates.

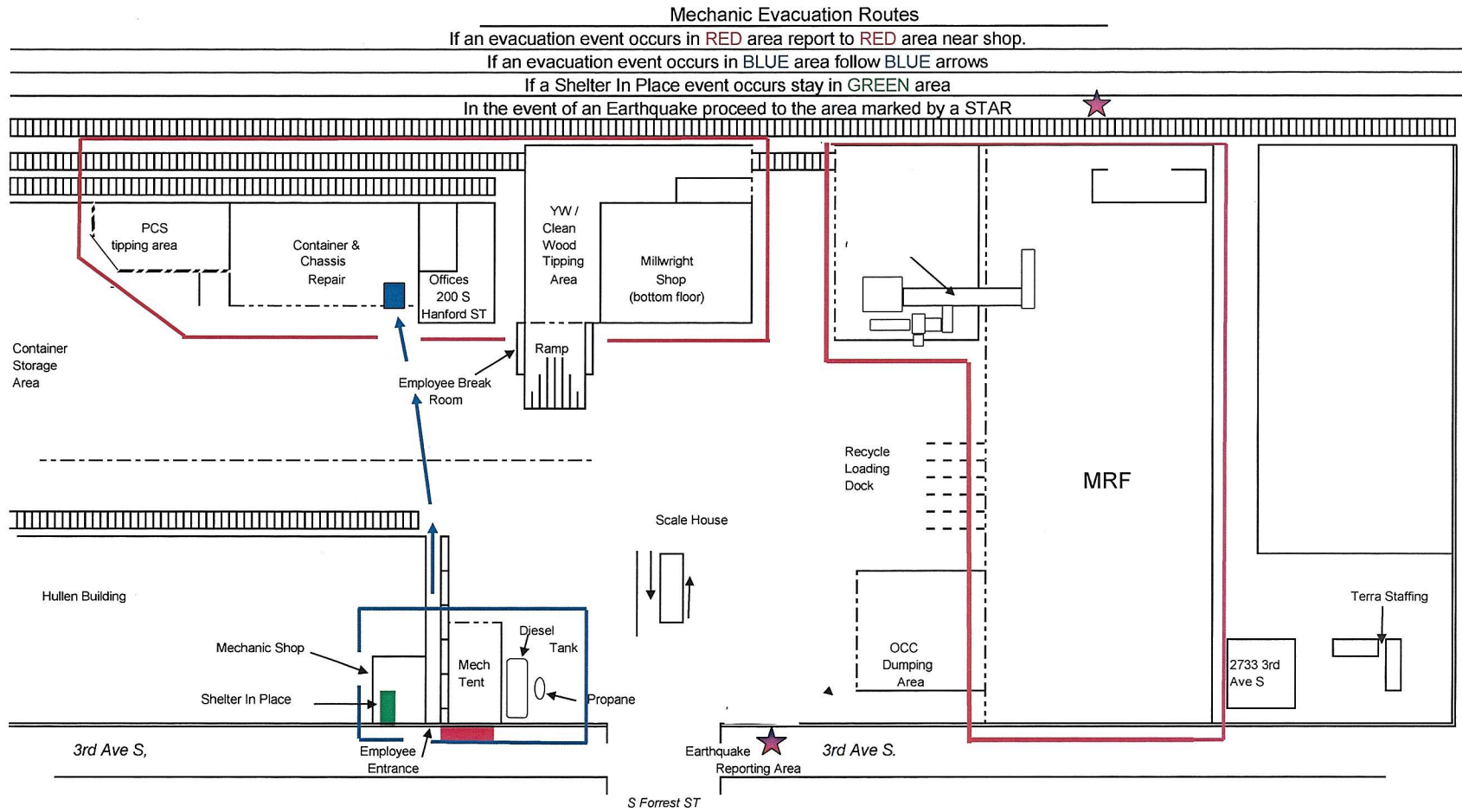
18.0 Future Submittals to King County

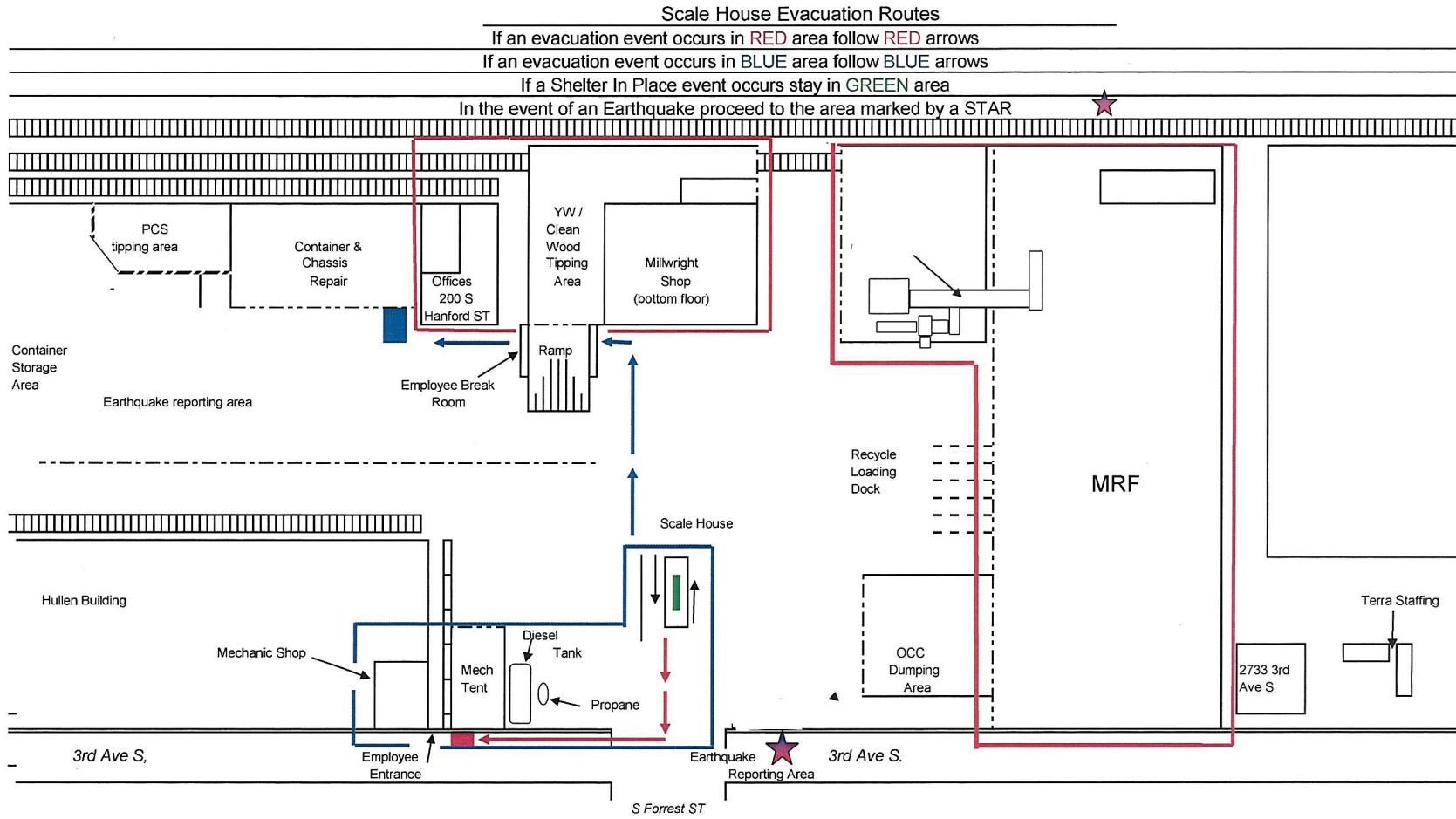
Updates to this Plan are submitted to the Public Health – Seattle & King County for approval.

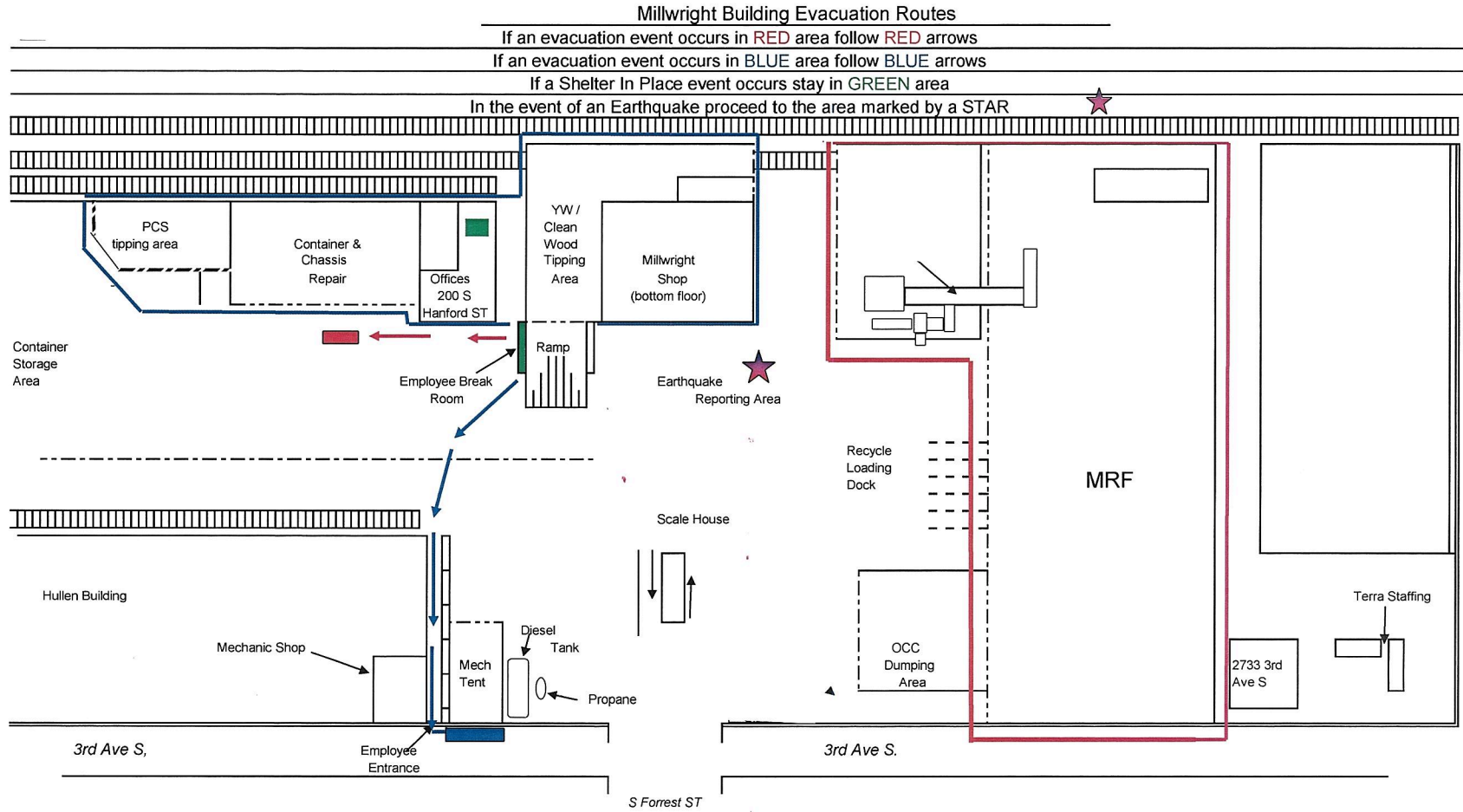
Appendix 1

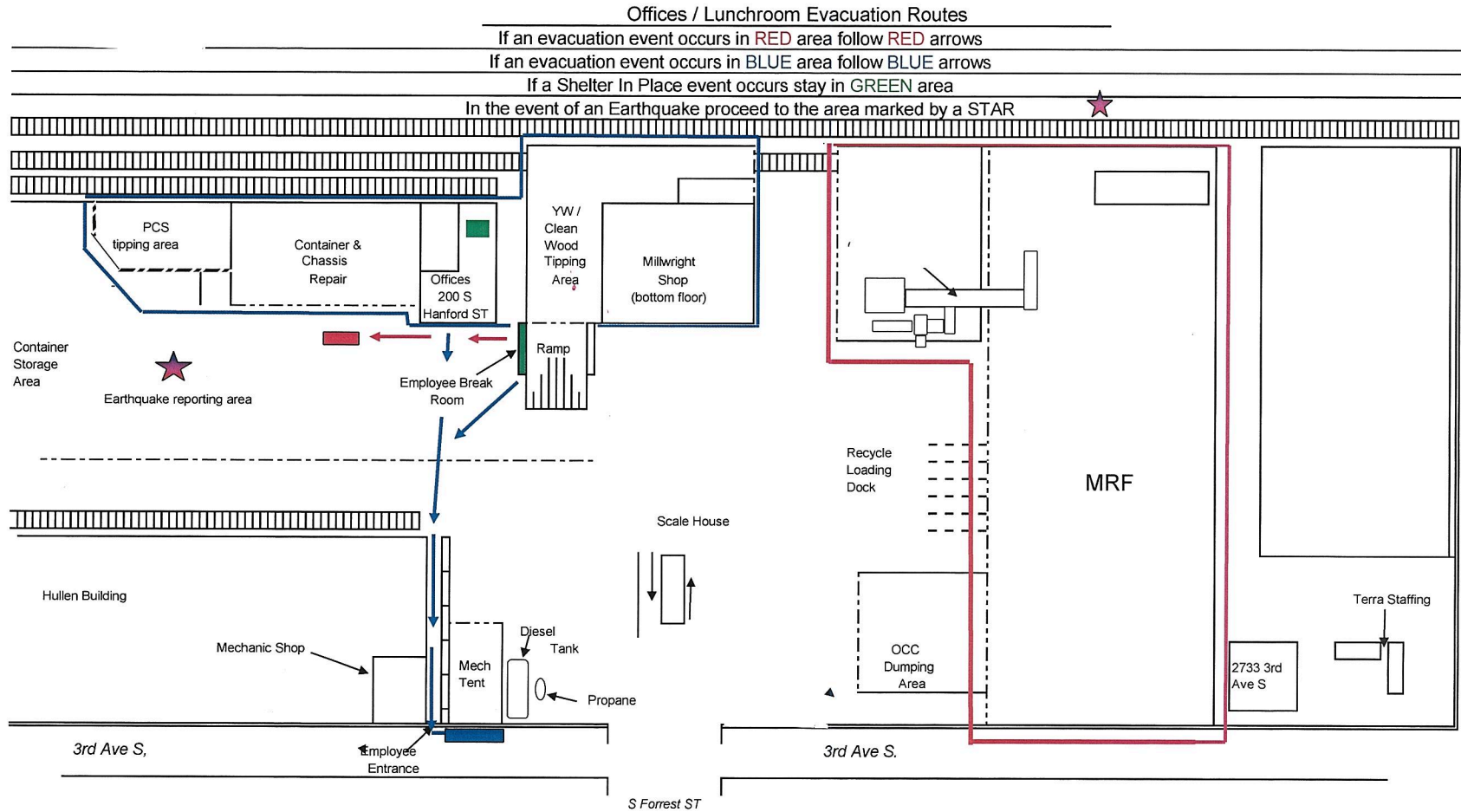
Emergency Response Diagrams

- Emergency Information Map
- Sort Line Evacuation Route
- Mechanic Evacuation Routes
- Scale House Evacuation Routes
- Millwright Evacuation Routes
- Offices / Lunchroom Evacuation Routes









Appendix 2

Emergency Response Contacts

- Emergency Contact Phone Numbers
- SPCC Team Members

EMERGENCY CONTACT PHONE NUMBERS

**FOR SERIOUS OR LIFE THREATENING EMERGENCIES.
CALL 911**

**FOR MINOR INJURIES AND OTHER NON-EMERGENCY
ASSISTANCE FIRST CALL MANAGEMENT.**

DON ZIMMERMAN: 206-336-1405

PHIRUN LACH: 425-766-3629

FRED EASTLAND: 206-730-6416 (swing shift)

STAN KEMP: 206-391-3846 (swing shift)

FIRE: 206-386-1400

POLICE: 206-625-5011

POISON CENTER: 1-800-222-1222

IN THE EVENT A
HAZARDOUS SPILL CANNOT BE CONTAINED BY EMPLOYEES OR IS CLASSIFIED AS A
MAJOR SPILL
HAZMAT RESPONDERS WILL BE NOTIFIED

MAJOR SPILL CRITERIA:

POTENTIAL FOR LOSS OF LIFE OR INJURY
POSE A FIRE OR EXPLOSION HAZARD
PRESENT AN OXYGEN DEFICIENT ATMOSPHERE
CAUSE A HIGH LEVEL OF A TOXIC SUBSTANCE
SPILL CANNOT BE CONTAINED FROM ENTERING INTO STORM DRAINS

NRC ENVIROMENTAL: 1-800-337-7455

SITE ADDRESS:

Republic Services Inc. (brick building)
2733 3RD Ave. S. Seattle WA 98134

SCALE HOUSE ENTRANCE:

3RD Ave. S. & S. Forest St.

BACK ENTRANCE:

3RD Ave. S. & S. Hanford St.

SPCC Team Members

Internal Call List

May 2016

Name	Position	Office Phone	Cell Phone
Phirun Lach	Operations Supervisor	206-336-1401	(b) (6)
Don Zimmerman	Operations Manager	206-336-1405	(b) (6)
Jeff Nguyen	Operations Manager		(b) (6)
Megan Darrow	Environmental Specialist		(b) (6)
Art Mains	Environmental Manager	509-581-0466	(b) (6)

Appendix 3

Waste Inspection Report

WASTE INSPECTION REPORT

Exhibit No. 18

LOAD INSPECTION DESCRIPTION					
Date of Inspection:		Time of Inspection:		Type of Inspection:	Daily <input type="checkbox"/> Random <input type="checkbox"/>
Name of Inspector:					
Name of Hauling Company:					
Driver's Name:					
Vehicle License Plate Number:				Vehicle Identification Number:	
SOURCE IDENTIFICATION					
LOW RISK SOURCES		MEDIUM RISK SOURCES		HIGH RISK SOURCES	
<input type="checkbox"/> Residential	<input type="checkbox"/> Office Buildings	<input type="checkbox"/> Dry Cleaners	<input type="checkbox"/> Auto Body Repair	<input type="checkbox"/> Large Manufacturing	<input type="checkbox"/> Doctor's Office
<input type="checkbox"/> Schools	<input type="checkbox"/> Farms	<input type="checkbox"/> Small Manufacturing	<input type="checkbox"/> Nursing Homes	<input type="checkbox"/> Hospitals	<input type="checkbox"/> Paint Manufacturers
<input type="checkbox"/> Apartments	<input type="checkbox"/> Restaurants	<input type="checkbox"/> Other		<input type="checkbox"/> Print Shops	<input type="checkbox"/> Waste Brokers
<input type="checkbox"/> Department Stores	<input type="checkbox"/> Other			<input type="checkbox"/> POTW's	<input type="checkbox"/> Other
LOAD CONTENTS					
Household Wastes	Yes <input type="checkbox"/> No <input type="checkbox"/>	Transformers/Capacitors	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Wood	Yes <input type="checkbox"/> No <input type="checkbox"/>	Labeled Hazardous Waste	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Metal	Yes <input type="checkbox"/> No <input type="checkbox"/>	Batteries	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Paper, Cardboard	Yes <input type="checkbox"/> No <input type="checkbox"/>	Oil	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Yard Waste, Brush, Stumps	Yes <input type="checkbox"/> No <input type="checkbox"/>	Medical	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Containers	Yes <input type="checkbox"/> No <input type="checkbox"/>	Radioactive	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Bulk Liquids	Yes <input type="checkbox"/> No <input type="checkbox"/>	Soil	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Powders, Dusts	Yes <input type="checkbox"/> No <input type="checkbox"/>	Other	Yes <input type="checkbox"/> No <input type="checkbox"/>		
DOES WASTE MATCH THE HAULER'S DESCRIPTION?				Yes <input type="checkbox"/> No <input type="checkbox"/>	
Unusual Odors?	Yes <input type="checkbox"/> No <input type="checkbox"/>	Unusual Colors?	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Heat, Excessive Smoke?	Yes <input type="checkbox"/> No <input type="checkbox"/>				
INSPECTOR VERIFICATION					
The load was discharged within a separate area of the facility and unloading of the contents was observed.				Yes <input type="checkbox"/> No <input type="checkbox"/>	
There is no evidence of regulated hazardous wastes (i.e. drums containing hazardous waste labels, PCB wastes, sludges, other industrial process wastes) or evidence of other unacceptable materials, i.e. asbestos.				Yes <input type="checkbox"/> No <input type="checkbox"/>	
There is no evidence of Potentially Infectious Medical Waste (i.e., red bagged material, syringes, etc.)				Yes <input type="checkbox"/> No <input type="checkbox"/>	
NOTE: If there is NO evidence of unacceptable waste materials within the load, file this form. If unacceptable waste is found, prepare Load Rejection Form, contact Site Manager, and document action taken below.					
ADDITIONAL ACTION TAKEN					
Signature of Inspector:			Signature of Driver:		

Appendix 4

Complaint Form



RABANCO RECYCLING COMPLAINT LOG

DATE	TIME	ORIGIN OF COMPLAINT NAME / COMPANY	BRIEF DESCRIPTION OF COMPLAINT	ACTION TAKEN	MANAGEMENT INITIALS
				RAB000753	

Appendix 5

Checklist & Inspection Forms

- Facility Weekly Inspection Form (weekly)
- Facility Safety Inspection (monthly)
- Daily Pre and Post Equipment Operation Inspection Form (daily)
- Driver's Vehicle Condition Report (daily)
- Forklift Condition Report (daily)
- Emergency Eyewash Maintenance Checklist (weekly)

RABANCO RECYCLING
FACILITY WEEKLY INSPECTION FORM



INSPECTION ITEM		DATE					
		INSPECTION ITEMS SATISFACTORY (YES or NO) IF "NO" COMMENT REQUIRED					
1	Facility (inside and outside) is free of litter (along fence lines, etc)						
2	Site access is controlled (fences & gates maintained.						
3	Entrance / Exit maintained						
4	Facility signage in place & maintained.						
5	Facility outdoor lighting working.						
6	Recycle material under cover						
7	Buildings and structures functioning as designed						
8	Storm and sewer drain system functioning as designed (OWS, catch basins)						
9	Cross walk / parking lines clearly visible.						
10	All Haz chemicals sitting on secondary containment						
11	Surfaces containing wastes are functioning properly to prevent release (soil pit, etc.)						
12	Spill kits are in place & stocked						
13	Spills or leaks found						
14	Vectors						
	INSPECTOR INITIALS:						

Date:	Comments:

Safety Manual

FACILITY SAFETY INSPECTION

	ITEM	YES	NO	N/A
	Safety Program Management			
AI	1. Are accidents promptly reported, investigated by management and/or safety committee and preventative corrective actions taken?			
OR	2. Is the OSHA 300 log being kept up-to-date within 7 days of an injury or illness? Are hearing losses and needlesticks recorded?			
CS	3. Are required certificates of insurance maintained on file for vendors?			
SB	4. Are all personnel operating vehicles or powered industrial trucks (dozers, forklifts, etc.) wearing seat belts?			
CS	5. Are contracts executed with all contractors, temporary labor agencies, and sub-contractors working on-site?			
WR	6. Are work and route observations being conducted at the required frequency?			
AS	7. If applicable, are proper procedures being followed when transporting and/or disposing of asbestos?			
	8. Is substance abuse testing conducted on all DOT drivers and safety sensitive position employees?			
	9. Are required postings in place: Safety Policy, OSHA Poster [OSHA Form 300A (Feb. 1 to April 30)], emergency plan contact phone numbers, evacuation maps, Hearing Conservation Standard			
	OSHA Compliance Programs			
HC	1. All personnel working in high noise areas (>85 dB(A)-TWA) included in a hearing conservation program and have hearing protection available or required?			
BB	2. Have all personnel received BBP awareness training? Are designated BBP spill and first aid responders trained on detailed BBP procedures and provided PPE?			
EC	3. Authorized personnel performing maintenance/servicing and following the written equipment specific energy control LO/TO procedures prior to working on machines and equipment?			
HC	4. Are MSDS books up to date and available, containers labeled, and the chemical and physical hazards of routine and non-routine tasks communicated to personnel?			
PP	5. Is the appropriate and approved PPE being worn and properly maintained for all job tasks as outlined in the PPE program?			
RP	6. Are only trained personnel using the proper respirator and cartridges, inspecting, maintaining, and conducting user seal checks before each respirator use?			
EA	7. Emergency action plan, maps, names, phone numbers, etc. up-to-date and drills conducted annually?			
CS	8. Have all potential confined spaces been evaluated and entry into permit required confined spaces prohibited unless the space has been reclassified?			
	General Facility Safety			
EE	1. Are exits and aisles leading to exists visible, clearly marked, and kept clean?			
EE	2. Are all emergency exit doors functioning and not locked from the inside?			
EE	3. Are all emergency eye wash and shower units marked, accessible, and flow tested?			
FI	4. Are facility inspections conducted and follow-up corrective actions taken promptly?			
FP	5. Are floor openings, open sided decks, platforms, transfer station pits, conveyor pits, workstations, etc. with a drop > 48" (4 feet) guarded by a cover, guardrail, or equivalent means of fall protection on all sides?			
FP	6. Are unused portions of service pits, and pits not actually in use, either covered or protected by guardrails or equivalent?			
FP	7. Handrails and slip resistant surface provided on stairs?			
FP	8. Is a safe method available for tarping trucks, i.e. auto-tarpers, platforms, safe procedures?			
FP	9. Are safe work platforms provided in the shop for use when working on top of trucks?			
FP	10. Are all ladders inspected maintained, and used properly?			
FE	11. Are fire extinguishers and hoses labeled, accessible, mounted, and inspected?			
FE	12. Are fire sprinkler and security alarm systems inspected and tested as required?			
FA	13. Is first aid/CPR available within 4 minutes? Are first aid kits available (no medications)?			
FC	14. When transferring flammable/combustible liquids are containers grounded and bonded?			

Safety Manual

FACILITY SAFETY INSPECTION

	ITEM	YES	NO	N/A
FC	15. Are "No Smoking" signs posted in flammable/combustible liquids storage and use areas, i.e. fueling storage and dispensing areas, paint booth/area, battery charging, etc.?			
FC	16. Are closed containers provided for soiled rag used for cleaning up oil, grease, etc.?			
FC	17. Are flammable/combustible liquids (fuel, lubes, solvents, paints, etc.) stored in approved portable safety cans, flammable storage cabinets/rooms and within allowed quantity limits?			
FC	18. Is parts washer lid and fusible link in working order?			
FC	19. Is spray painting performed only in approved area with proper ventilation, area free from paint buildup and combustible materials (i.e. boxes, paper, etc.), only 1 day/shift of flammable/combustible liquids in kept in area, fire sprinkler heads clean, and no smoking?			
FC	20. For paint booths, is a 3 foot area around the spray paint booth kept clear, filters replaced when air flow gauge/alarm indicates flow < 100 fpm?			
FC	21. Fuel pump handle must be held open, emergency pump shut off switch clearly labeled, no smoking signs, and fire extinguisher available within 75 feet of area?			
HW	22. Is housekeeping performed on a routine basis and work areas kept clean and orderly?			
HW	23. Are break rooms, rest rooms, toilets clean and hand washing facilities provided which include soap, warm water, and dryer or hand towels?			
HW	24. Exterior and interior lights adequate and working, including emergency lighting?			
HW	25. Are facility floors and other work areas kept clean and dry or raised slip resistant mats used?			
HW	26. Are properly designed stairs, with slip resistant steps, and handrails provided to access areas used daily?			
MG	27. Have all hazards from points of operation, ingoing nip points, rotating parts, flying chips, sparks, moving chains, gears, pulleys and belts (within 7 feet of the floor) been guarded?			
MG	28. Are fan blades protected by guards having openings no larger than 1/2" when operating within 7 feet of the floor?			
MG	29. Are machines in fixed locations securely anchored (i.e. drill presses, etc.), kept clean, and properly maintained			
MG	30. Are properly designed guards securely affixed to the machine, or secured elsewhere if attachment to the machine is not possible, and designed not to create an accident hazard in itself?			
MG	31. Are revolving drums, barrels and containers (i.e. trammel, etc.) guarded by an enclosure interlocked with the drive mechanism, so that revolution cannot occur unless the guard enclosure is in place?			
MH	32. Material handling equipment (i.e. forklifts, loaders, etc.) operating in designated areas at least 15 feet away from personnel			
MH	33. Bales, machine parts, etc. stacked and stored safely, bale straight stacks 4 high maximum?			
MH	34. Are floor loading capacity limits posted for 2nd floor storage?			
MH	35. Is the minimum vertical clearance between automatic sprinklers and material below them at least 18 inches (36 inches for bales)?			
PI	36. Are powered industrial trucks only driven by authorized, trained personnel?			
PI	37. Are industrial trucks operated at safe speeds and horn sounded at cross aisles and other locations where vision is obstructed?			
PI	38. For powered industrial trucks is an inspection conducted and documented on a forklift inspection form at least daily?			
PI	39. Are industrial trucks in need of repair, defective, or in any way unsafe immediately taken out of service and repaired by an authorized mechanic?			
PI	40. When loading highway trucks or railroad cars are wheel chocks in place or trailers secured with dock locks?			
PI	41. Is an approved and rated dock plate used between the trailers/railroad cars and the dock?			
PI	42. Are fixed jacks used to support a semitrailer during loading and unloading when not attached to a tractor?			
PI	43. Is positive protection used to prevent railcars and from being moved when dock boards or bridge			

Safety Manual

FACILITY SAFETY INSPECTION

	ITEM	YES	NO	N/A
	plates are in position			
	Shop Safety			
AW	1. On abrasive wheel grinders (i.e. bench/pedestal grinders, etc.) is the work tool rest within 1/8" and tongue guard within 1/4"?			
AW	2. All abrasive wheel equipment equipped with wheel guards?			
AW	3. Before new abrasive wheels are mounted are they visually inspected and ring tested?			
CG	4. Are oxygen and acetylene (or other fuel) tanks properly stored and secured, separated by 20' or with a 5' high fire resistant wall between oxygen and fuels?			
CG	5. Are compressed gas cylinders labeled and secured?			
CG	6. Are cylinder valves closed when not in use and cylinder caps in place during storage and movement?			
CG	7. Is compressed air reduced to 30 psi when used for cleaning?			
CG	8. Are air compressor receiver tanks periodically drained of moisture/oil and equipped with pressure relief valve, pressure gauge, and spring-loaded safety valve that are maintained?			
CH	9. Are cranes, hoists, and slings used only by trained personnel and inspected daily before each use, monthly, and annually?			
ES	10. Only qualified personnel working are allowed to work on electrical equipment?			
ES	11. Are all live parts of electrical equipment operating at 50 volts or more guarded against accidental contact, i.e. no missing breakers, electrical box covers fit properly and close, wall plug plates not missing or cracked, etc.?			
ES	12. Are electric cords, extension cords, and trouble lights in good condition equipment with 3-wire grounded plugs and strain relief?			
ES	13. Is a 36" clear working space maintained in front of all electrical panels, disconnects, etc.?			
ES	14. Is each disconnect, electrical panel, electrical room, etc. identified and legibly marked?			
ES	15. Ground-fault circuit interrupters (GFCI) used in wet or damp locations and on all temporary electrical 15 and 20 ampere circuits during periods of construction?			
HP	16. Are all tools and equipment (both company and employee-owned) used properly, inspected, and in good condition with the manufacturer's shield, guard, or attachments			
JS	17. Are jacks used safely, marked with their rated load capacity, not used as stands, and inspected periodically?			
JS	18. Is the rated load capacity plainly marked on cranes, hoists and slings			
WO	19. Are welder cables, clamps and guards in good condition and are torch hoses, regulators and valves equipped with anti-flash back valves?			
WO	20. Is a "hot work permit" issued and fire watch person used when welding, cutting, grinding, etc. in other than a designated welding area/shop?			
	DOT Transportation Safety			
DQ	1. Are driver qualifications files complete?			
HM	2. If applicable, complying with DOT hazardous materials, identification, shipping papers, labeling, and packaging?			
HO	3. Are drivers complying with HOS regulations and are drivers logs completed when required?			
TI	4. Are pre-trip & post-trip inspections conducted by drivers and repairs made promptly?			
TI	5. Is routine and annual truck maintenance inspections conducted?			
TI	6. Are all break inspectors qualified?			
TI	7. Are maintenance file records being maintained?			
VA	8. Is DOT accident register log up to date?			

Signature & Title: _____

Date: _____

(SEE COMMENTS ON NEXT PAGE)



FACILITY SAFETY INSPECTION

RAB000759
Facility Inspection Form 1095



Daily Pre and Post Operation Inspection Form

Site Name _____

Unit: _____

Machine Serial No. _____

Date _____

Hour meter start of day: _____

Hour meter end of day: _____

Verify at start of shift Perform at end of shift	PRE/POST-OPERATION INSPECTION	OK	PRE/POST-OPERATION INSPECTION	OK
	Check A/C – Heat	<input type="checkbox"/>	Check for Hydraulic Leaks (hoses/cylinders)	<input type="checkbox"/>
	Check all Caps Checked, Secure & Locked	<input type="checkbox"/>	Check for Leaks / Spills / Puddles	<input type="checkbox"/>
	Check all Hoses, & Fittings for leaks	<input type="checkbox"/>	Check parking brake and service brakes	<input type="checkbox"/>
	Check Back-up Alarm & (Camera if applicable)	<input type="checkbox"/>	Check Mirrors	<input type="checkbox"/>
	Check Belly Pans (secure)	<input type="checkbox"/>	Clean Radiator/Engine compartment twice daily	<input type="checkbox"/>
	Check Cutting Edge (Worn?)	<input type="checkbox"/>	Check Seat Belts	<input type="checkbox"/>
	Drain Water Off Air Tanks	<input type="checkbox"/>	Check Steps / Handrails	<input type="checkbox"/>
	Check for Equipment Damage	<input type="checkbox"/>	Check Strobe Light	<input type="checkbox"/>
	Check Gauges	<input type="checkbox"/>	Check Tires and Wheels	<input type="checkbox"/>
	Check Horn	<input type="checkbox"/>	Clean Tracks/wheels of debris/ wrap at shift end	<input type="checkbox"/>
	Check Fire Extinguisher	<input type="checkbox"/>	Clean Windows and Cab	<input type="checkbox"/>
	Check Fire Suppression system, Green light on?	<input type="checkbox"/>	Feel Idlers and Final Drive for excessive heat	<input type="checkbox"/>
Verify at start of shift Perform at end of shift	FLUID, FILTER, LUBE CHECK	OK	AMOUNT AND TYPE ADDED (OIL, FUEL, COOLANT)	
	Check Coolant Level (check when engine is cold)	<input type="checkbox"/>		
	Check Engine/Crankcase Oil Level	<input type="checkbox"/>		
	Check Transmission/Swing Drive Oil Level	<input type="checkbox"/>		
	Check Hydraulic Oil Level	<input type="checkbox"/>		
	Check and Fuel machine	<input type="checkbox"/>		
	8 Hour Lube Points (grease unit daily)	<input type="checkbox"/>		
	Check Air Filter (replace or clean as needed)	<input type="checkbox"/>		
	Check Cab Air Filter (clean as needed)	<input type="checkbox"/>		

* Main Disconnect must be turned off at end of shift or when machine is not in service.

Repair Notes (describe any necessary repairs or problems for the mechanic to address): _____

Operator Signature: _____

May 2007

RAB000760



DRIVER'S VEHICLE CONDITION REPORT

Exhibit No. 18

Date: _____ Unit: _____ Driver: _____

Location: _____ Ending Engine Hrs.: _____

Start Time: _____ Finish Time: _____ Ending Mileage: _____

FLUID LEVELS

PRE	POST	Amount Added	PRE	POST	Amount Added	PRE	POST	Amount Added
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Engine Oil Qt. _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Coolant Gal. _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Transmission Qt. _____
<input type="checkbox"/>	<input type="checkbox"/>	Hydraulic Oil Gal. _____	<input type="checkbox"/>	<input type="checkbox"/>	Fuel Gal. _____	<input type="checkbox"/>	<input type="checkbox"/>	Water Gal. _____

FLUID LEVELS

PRE POST ☒
☐ ☐ No Defects - Vehicle Condition Satisfactory

CAB INSPECTION

If items need repair, check below and describe.

PRE	POST	PRE	POST	PRE	POST
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SAFETY INSPECTION

If items need repair, check below and describe.

PRE	POST	PRE	POST	PRE	POST
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MECHANICAL INSPECTION

If items need repair, check below and describe.

PRE	POST	PRE	POST	PRE	POST
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DEFECT DESCRIPTION

_____	TIRES Indicate tire pressure and any defects.	_____	_____	_____	_____
_____		_____	_____	_____	_____
_____		_____	_____	_____	_____
_____		_____	_____	_____	_____
_____		_____	_____	_____	_____

☐ Above defects corrected.
☐ Above defects need not be corrected for the safe operation of vehicle.

Mechanic's Comments

RAB000761

Work Order No.

White Copy-Maintenance-Retain for 90 Days
 Yellow Copy-Operations
 AW-MT10 10/07

DRIVER'S SIGNATURE

DATE

MECHANIC'S SIGNATURE

DATE

DRIVER'S REVIEW SIGNATURE

DATE

Safety Manual

Forklift Condition Report (FCR)

Unit # _____

Date: _____

General								
Site Name: _____				Hours – Start: _____				
Make/Model: _____				Hours – End: _____				
Operator: _____				Load Count: _____				
Fluid, Filter Lub Checks								
	FRONT		AMOUNT		REAR		AMOUNT	
	OK	ADD			OK	ADD		
Fuel	<input type="checkbox"/>	<input type="checkbox"/>	_____		<input type="checkbox"/>	<input type="checkbox"/>	_____	
Engine Oil	<input type="checkbox"/>	<input type="checkbox"/>	_____		<input type="checkbox"/>	<input type="checkbox"/>	_____	
Transmission Oil	<input type="checkbox"/>	<input type="checkbox"/>	_____		<input type="checkbox"/>	<input type="checkbox"/>	_____	
Hydraulic Fluid	<input type="checkbox"/>	<input type="checkbox"/>	_____		<input type="checkbox"/>	<input type="checkbox"/>	_____	
Coolant	<input type="checkbox"/>	<input type="checkbox"/>	_____		<input type="checkbox"/>	<input type="checkbox"/>	_____	
Air Filter	<input type="checkbox"/>	<input type="checkbox"/>	_____		<input type="checkbox"/>	<input type="checkbox"/>	_____	
Pre-Operation Inspection								
	OK	NOT		OK	NOT		OK	NOT
Throttle	<input type="checkbox"/>	<input type="checkbox"/>	Leaks	<input type="checkbox"/>	<input type="checkbox"/>	Extinguisher	<input type="checkbox"/>	<input type="checkbox"/>
Shifting	<input type="checkbox"/>	<input type="checkbox"/>	Damage	<input type="checkbox"/>	<input type="checkbox"/>			
Steering	<input type="checkbox"/>	<input type="checkbox"/>	Cab/Glass	<input type="checkbox"/>	<input type="checkbox"/>			
Brakes	<input type="checkbox"/>	<input type="checkbox"/>	A/C – Heat	<input type="checkbox"/>	<input type="checkbox"/>	Roll Bar	<input type="checkbox"/>	<input type="checkbox"/>
Attachments	<input type="checkbox"/>	<input type="checkbox"/>	Gauges	<input type="checkbox"/>	<input type="checkbox"/>	Mirrors	<input type="checkbox"/>	<input type="checkbox"/>
Undercarriage	<input type="checkbox"/>	<input type="checkbox"/>	Battery	<input type="checkbox"/>	<input type="checkbox"/>	Disconnect	<input type="checkbox"/>	<input type="checkbox"/>
Tires/Wheels	<input type="checkbox"/>	<input type="checkbox"/>	Lights	<input type="checkbox"/>	<input type="checkbox"/>	Switch	<input type="checkbox"/>	<input type="checkbox"/>
Horn	<input type="checkbox"/>	<input type="checkbox"/>	Strobe Light	<input type="checkbox"/>	<input type="checkbox"/>			
Backup Alarm	<input type="checkbox"/>	<input type="checkbox"/>	Seat Belts	<input type="checkbox"/>	<input type="checkbox"/>			
Radiator Clean	<input type="checkbox"/>	<input type="checkbox"/>	Steps/Handrails	<input type="checkbox"/>	<input type="checkbox"/>			
Belly Pan (damage/clean)	<input type="checkbox"/>	<input type="checkbox"/>						

Comments: _____

Operator: _____

Mechanic: _____

Emergency Eyewash Maintenance Checklist

Eyewash ID# _____

Location: _____

Name: _____

Date: _____

- Is the area surrounding the eyewash station free of all obstructions?
- Is the unit free from sharp projections in the operating area of the unit?
- Is the eyewash easily activated?
- Are the nozzles equipped with protective covers?
- Are the covers removed by activation of the eyewash?
- Is the water flowing from both eyepieces?
- Is the flow of water of equal height?
- Is the flow of water clear?
- If not initially clear, does the flow become clear after 2 minutes?
- Does the spray pattern deliver a steady stream of water or is the flow further divided?
- Does the water drain properly from the basin / sink?
- Is the water temperature constant and tepid?
- Are there other concerns?

Comments: _____

Responsibilities:

The responsibility for ensuring that eyewash units are maintained in a safe and operational manner and that the necessary facilities are available where required falls upon operations management / supervisors.

Each division manager is responsible for assigning responsibility to maintain eyewash units within their facility and to ensure that procedures are followed. Supervisors or leads in each work area should be designated responsible for the weekly testing and inspection of each eyewash unit. These individuals are responsible for ensuring the proper maintenance is conducted and to keep an initialed written record of.

Maintenance Procedures:

ANSA standard Z358.1-1998 requires that eyewash units be tested (activated) and verified weakly. The responsible person must keep a record.

On a weekly basis:

- Each station is to be allowed to run for at least 2 minutes, activating water flow by depressing the eyewash control.
- If the eyewash is plumbed directly into a drain, ensure proper flow. If eyewash is not plumbed directly into a drain, use a bucket or activate into the sink.
- Answer all questions on the enclosed Eyewash Maintenance Checklist
- If any questions in the checklist resulted in a negative answer, immediately advise operations management and the safety department.

Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____
Date: _____ Initials _____	Date: _____ Initials _____

Appendix 6

Equipment Interchange and Inspection Report

INTERCHANGE INFORMATION					
DATE	TIME	AM <input type="checkbox"/>	PM <input type="checkbox"/>	Due Back Date?	Job/Booking #:
REASON FOR INTERCHANGE	Broker - In <input type="checkbox"/>	Reposition - In <input type="checkbox"/>	Repair - In <input type="checkbox"/>	RIS - In <input type="checkbox"/>	Interchange 3rd & L <input type="checkbox"/> Black River <input type="checkbox"/> Other <input type="checkbox"/>
	Broker - Out <input type="checkbox"/>	Reposition - Out <input type="checkbox"/>	Repair - Out <input type="checkbox"/>	RIS - Out <input type="checkbox"/>	Facility Everett <input type="checkbox"/> Centralia <input type="checkbox"/>
CONTAINER NUMBER	CONTAINER SIZE		20' Open <input type="checkbox"/>	40' Open <input type="checkbox"/>	48' Open <input type="checkbox"/> Other <input type="checkbox"/>
			20' Closed <input type="checkbox"/>	40' Closed <input type="checkbox"/>	45' Closed <input type="checkbox"/>
CHASSIS NUMBER	RABT	LICENSE NUMBER	CHASSIS SIZE	20' 2-Axle <input type="checkbox"/>	42' 12-point <input type="checkbox"/>
				20' 3-Axle <input type="checkbox"/>	48' 4-point <input type="checkbox"/>

THE EQUIPMENT DELIVERED/RECEIVED IN GOOD SERVICEABLE CONDITION EXCEPT AS NOTED

LEGEND:

B - Bent
Br - Broken
H - Hole
C - Cut
D - Dented
M - Missing

CORNER CASTINGS

INSIDE

S - Scraped
T - Torn
L - Leaking
F - Flat
O - Burned Out
Clean Inside Yes / No

COMMENTS

TIRE & RIM CONDITION:

(Circle Above, Comment Here)

TARP & ROD CONDITION:

(Circle Above, Comment Here)

INSPECTORS

NAME

SIGNATURE

DATE

I, hereby, attest that the equipment with above markings are in the stated condition upon my receipt/return. I also attest that I agree to terms of lease agreement.

With my signature, as an agent of my company, I accept delivery and assume responsibility for the care and use of equipment and any damage incurred during the term of agreement.

RECEIVING/DELIVERING CARRIER	TRUCK #:	LOADING COMPANY	SITE
DRIVERS NAME	SIGNATURE	DATE	
LOADERS NAME	SIGNATURE	DATE	

CHASSIS DAMAGE/SAFETY INSPECTION

* Hoses	B.O. OK	* Reflectors	B.O. OK	* Lug Nuts	B.O. OK	* Mud Flaps	B.O. OK
* Brakes	B.O. OK	* Stop Lights	B.O. OK	* Hub Seals	B.O. OK	* Frame Welds	B.O. OK
* Air Lines	B.O. OK	* Turn Signals	B.O. OK	* Tires and Rims	B.O. OK	* Landing Gear	B.O. OK
* Springs or Air Bag	B.O. OK	* Clearance Lights	B.O. OK	* Wheel Bearings	B.O. OK	* Container Locks	B.O. OK

REASON FOR DAMAGE/REPAIR

ESTIMATED COST OF REPAIR

CONTAINER DAMAGE/SAFETY INSPECTION

DESC. OF DAMAGE/REPAIR (Area Noted Above)	DAMAGE SEVERITY
REASON FOR DAMAGE/REPAIR	ESTIMATED COST OF REPAIR
	RAB000766

Appendix 7

Weight & Billing Tickets

RABANCO COMPANY

2733 3rd AVENUE SOUTH
SEATTLE, WA 98134
(206) 623-4080

RABANCO RECYCLE ☐
REGIONAL DISPOSAL ☐

209234

GROSS

NAME _____

DATE: _____ 20__

TARE

STREET _____

NET

CITY _____

Tongue-Snead Form, Inc. - (825) 681-6777

SITE	TICKET	GRID
WEIGHMASTER		
DATE IN		TIME IN
DATE OUT		TIME OUT
VEHICLE		ROLL OFF
REFERENCE	ORIGIN	

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL

NET AMOUNT

TENDERED

CHANGE

CHECK NO.

RAB000768

SAFETY MEMOS:

- Hard hats **MUST** be worn.
- High Visibility vests **MUST** be worn.
- Passengers **MUST** remain in vehicle at all times.

SIGNATURE _____

Appendix 8

Republic Services Employee Orientation Manual (under separate cover)

Appendix 9

Republic Services Companies Safety and Health Manual (under separate cover)

Appendix 10

Other Permits

ISSUING AGENCY	PERMIT	PERMIT #
City of Seattle	Pressure Vessel Certificate	77912
City of Seattle	Certificate of Occupancy	671365
City of Seattle	Electrical Permit Security System	6042861
City of Seattle Fire Department	Combustible Material Storage	7-55332
City of Seattle Fire Department	High-Piled Storage	7-55346
City of Seattle Fire Department	Liquefied Petroleum Gas Storage	7-55344
City of Seattle Fire Department	Non-Marine Cutting & Welding	7-55347
City of Seattle Fire Department	Combustible/Flammable Liquids Storage	7-55345
King County Dept. of Natural Resources	Waste Discharge Permit	7595
Public Health – Seattle & King County	Solid Waste Transfer Station	PR0025892
Public Health – Seattle & King County	Material Recovery & Recycling Facility	PR0043399
Puget Sound Clean Air Agency	Air Contaminant Source	11023
State of Washington	Master License	601 080 629

Appendix 11

Roosevelt Landfill Permit (under separate cover)

Appendix 12

Supplemental Forms and Related Plans

Figures

- Figure 1 Site Location Map
- Figure 2 Facility Layout
- Figure 3 Building 1 & 3 Floor Layout
- Figure 4 Building 2 Tipping Floor Layout
- Figure 5 Drainage Diagram
- Figure 6 Dust Control & Site Safety Features Plan
- Figure 7 Traffic Flow Diagram

OFFICE	DRAWN BY	CHECKED BY	APPROVED BY	DRAWING NUMBER
BOTHILL	MPortacio	9/2013	IS	9/13

XREF Files: IMAGE Files: Allied logo.jpg
 C:\ProgramData\John Jowers\Desktop\2014 Operations Plan\BT-135262-A1.dwg User: john.jowers Jul 30, 2014 - 2:42pm



WASHINGTON



APPROX. SCALE



SOURCE: GOOGLE



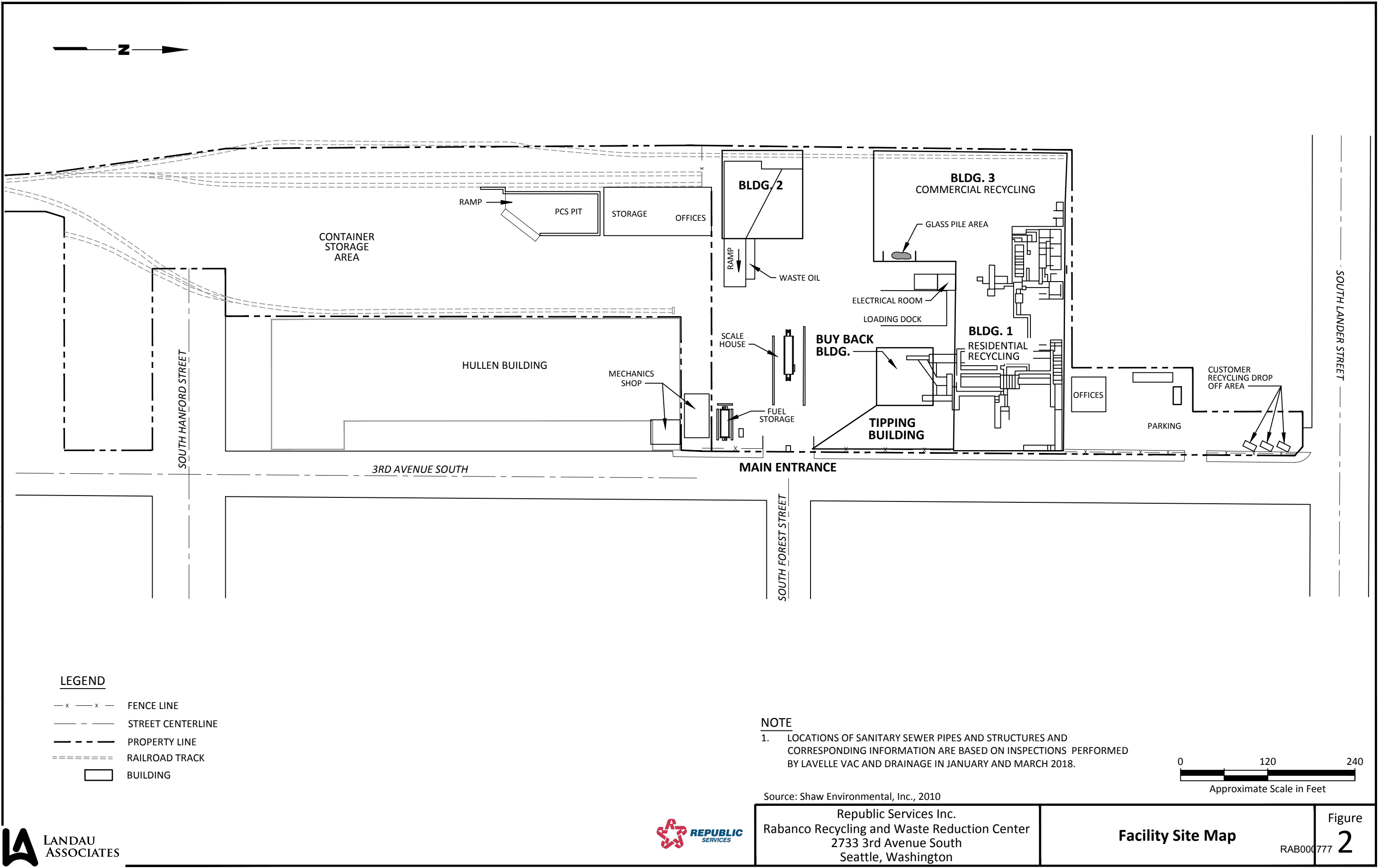
FIGURE 1

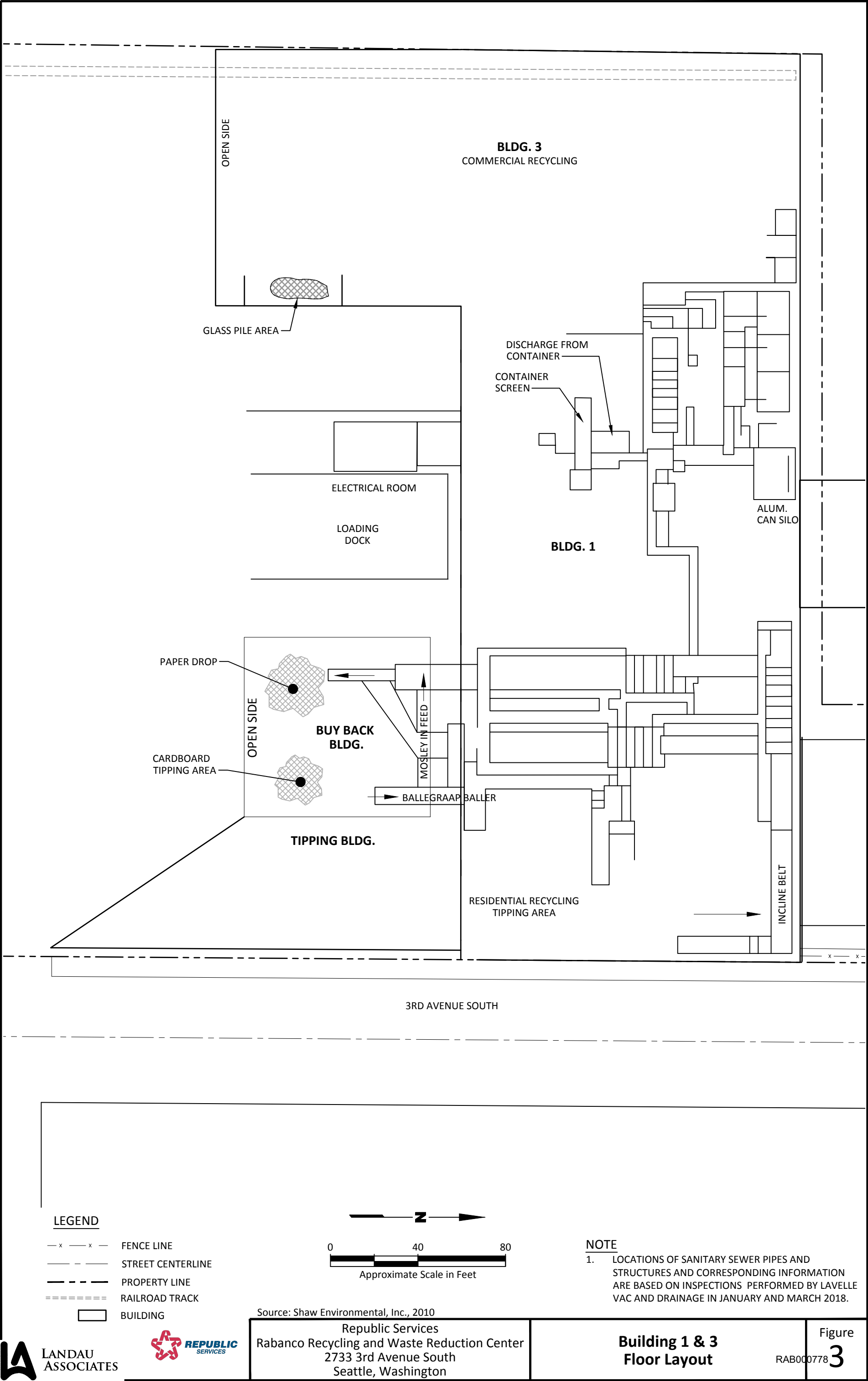
SITE LOCATION MAP

ON MAP
RAB000776

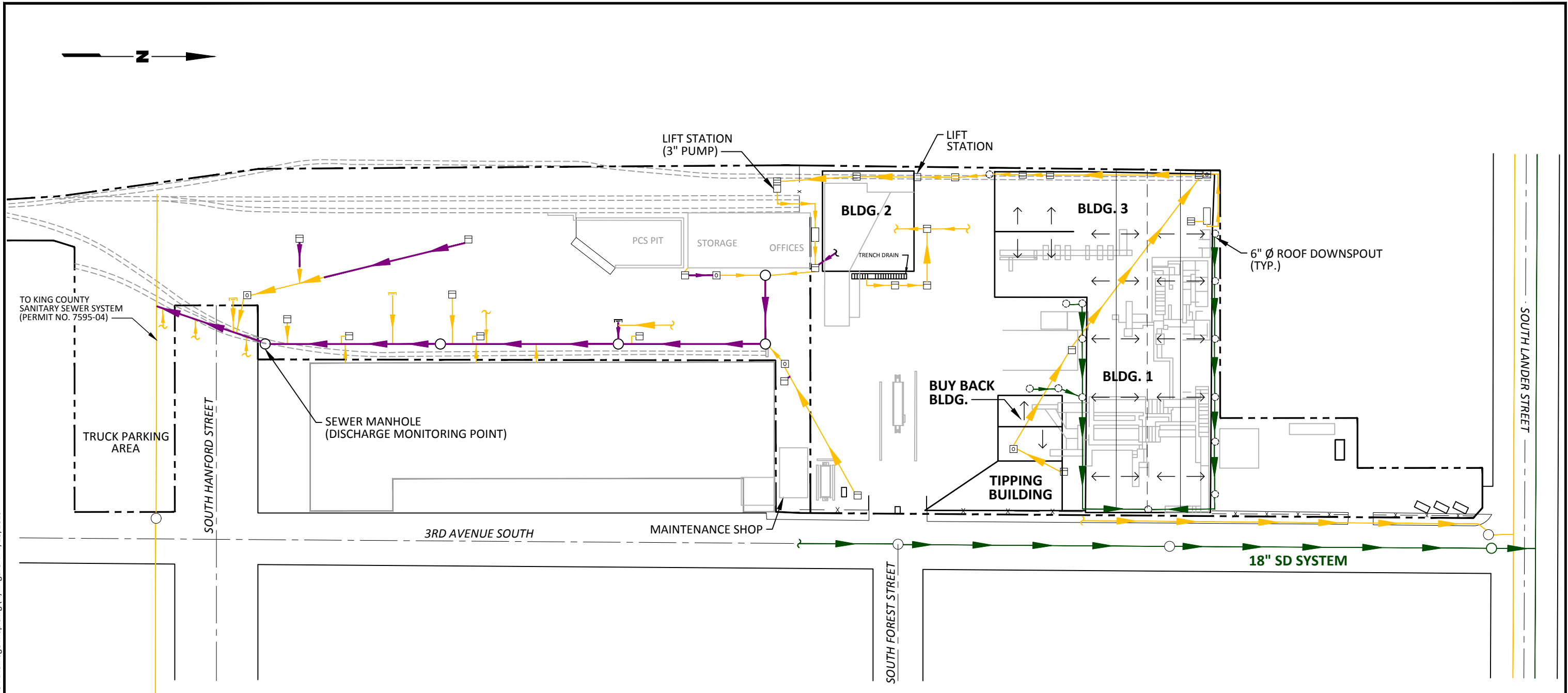
RABANCO RECYCLING & WASTE REDUCTION CENTER
2733 3rd AVENUE SOUTH
SEATTLE, WASHINGTON

LANDAU ASSOCIATES, INC. | G:\Projects\1600\017\010\011\F02 Facility Site Map.dwg (A) "Fig 2" 7/10/2019





LANDAU ASSOCIATES, INC. | G:\Projects\1600\017\010\011\F04 Drainage Map.dwg (A) "Figure 4" 7/18/2019

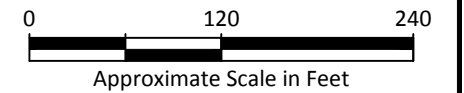


LEGEND

DS ○	ROOF DOWNSPOUT	- x - x -	FENCE LINE
CB □	CATCH BASIN	- - -	STREET CENTERLINE
○	MANHOLE	- - - -	PROPERTY LINE
□	OIL WATER SEPARATOR	- - - -	STORMWATER PIPE
← →	ROOF DRAINAGE DIRECTION	- - - -	SANITARY SEWER PIPE (SEE NOTE 1)
=====	RAILROAD TRACK	- - - -	SANITARY SEWER PIPE (APPROXIMATE)
□	BUILDING	- - - -	WATER MAIN

NOTES

1. LOCATIONS OF SANITARY SEWER PIPES AND STRUCTURES AND CORRESPONDING INFORMATION ARE BASED ON INSPECTIONS PERFORMED BY LAVELLE VAC AND DRAINAGE IN JANUARY AND MARCH 2018.
2. BLACK AND WHITE REPRODUCTION OF THIS COLOR ORIGINAL MAY REDUCE ITS EFFECTIVENESS AND LEAD TO INCORRECT INTERPRETATION.



Source: Shaw Environmental, Inc., 2010

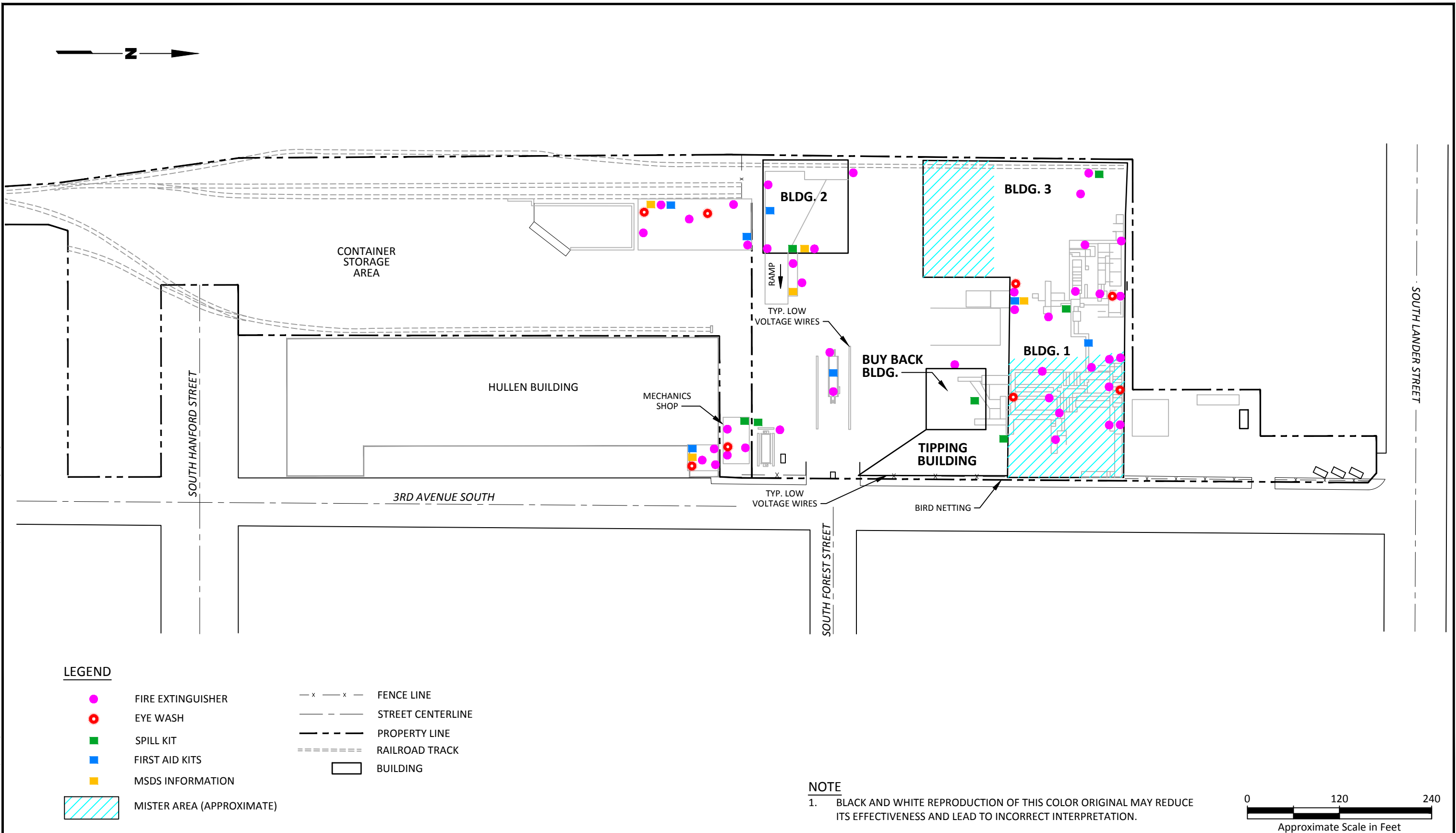
Republic Services Inc.
Rabanco Recycling and Waste Reduction Center
2733 3rd Avenue South
Seattle, Washington

Drainage Map

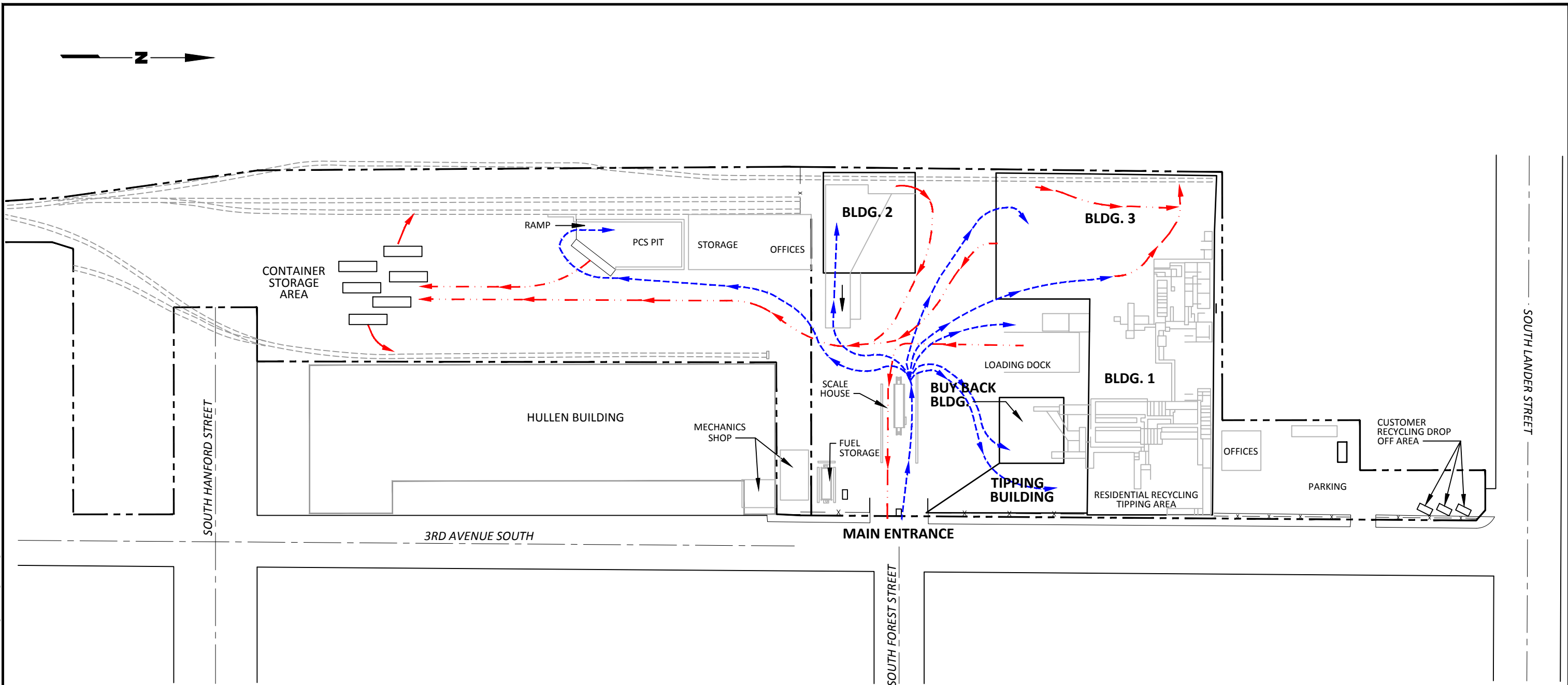
RAB000779

Figure
4




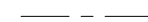

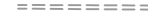

LANDAU ASSOCIATES, INC. | G:\Projects\1600\017\010\011\F05 Dust Control & Site Safety Features Plan.dwg (A) "Figure 5" 7/18/2019



LANDAU ASSOCIATES, INC. | G:\Projects\1600\017\010\011\F06 Traffic Flow Diagram.dwg (A) "Figure 6" 7/18/2019



LEGEND

-  TRAFFIC AND WASTE STREAM INFLOW PATH
-  TRAFFIC AND WASTE STREAM OUTFLOW PATH
-  FENCE LINE
-  STREET CENTERLINE
-  PROPERTY LINE
-  RAILROAD TRACK
-  BUILDING

NOTE

1. BLACK AND WHITE REPRODUCTION OF THIS COLOR ORIGINAL MAY REDUCE ITS EFFECTIVENESS AND LEAD TO INCORRECT INTERPRETATION.

Source: Shaw Environmental, Inc., 2010

